

IT'S ALL ABOUT THE BUSES & COACHES

Bus & Coach PRESERVATION

Inside this month:

NORTHAMPTON CVG6S



ROYAL BLUE RUN



ACROSS THE POND



EASTERN TRANSPORT
COLLECTION SOCIETY



Plus the latest news,
views and a whole
lot more!



GREAT EASTERN

Bristol MW5G REJUVENATION



Vol 21 No 4 SEPTEMBER 2018 £4.60

BRIGHTON, HOVE & DISTRICT OMNIBUS CO

The Brighton, Hove & Preston United Omnibus Co was established in 1884. In 1916 the company was taken over by Thomas Tilling at which time all remaining horse buses were replaced with motorbuses.

In November 1935 the company was renamed the Brighton, Hove & District Omnibus Co. Some 12 or so years later, Tilling's interests passed into state ownership and in 1962, the company became part of the newly-formed Transport Holding Company — an attempt to re-organise the nationalised bus companies.

In 1968 the British Electric Traction Group was acquired by the Transport Holding Company and, as a result, the National Bus Company came into being on 1 January 1969.

Brighton, Hove & District was subsequently merged with its larger former BET neighbour, Southdown Motor Services; the combined operations in the Brighton area bringing to an end almost 35 years of the Brighton, Hove and District Omnibus Company.

As a result of local area traffic agreements BH&D adopted

Brighton Corporations red and cream livery in 1935, and so to the untrained BH&D and the Corporation fleets might well have been one and the same. This was however to change. The merger with Southdown saw many BH&D buses initially repainted in apple and primrose, leading to many photographic opportunities before the introduction of NBC leaf green in 1973 introduced a more uniform state of affairs. In the meantime corporation buses turned blue and white.

MAIN PICTURE: A substantial number of Bristol FS/FSF machines were taken into the BH&D fleet from 1960 onwards. All passed to Southdown in 1969 initially receiving Southdown BH&D fleetnames. The BH&D was later painted out leaving an untidy gap as demonstrated here by No 2072 (FAP 72C), a 1965 Bristol FS6G waiting in Old Steine against the backdrop of Brighton's instantly recognisable concrete shelters.





LEFT: Seen also with amended fleetnames, this time in Churchill Square is FS6G No 65 (DPM 65C). This bus ended its days as a driver trainer. Pictures: PRESBUS ARCHIVE

ABOVE: With privatisation approaching the Brighton & Hove fleetname appeared preceded by 'Southdown'. Looking smart is convertible Bristol VRT/SL3 608 (UWV 608S) one of a batch of 30 delivered in 1978. Today this bus, converted to offside entrance, fitted with a Cummins engine and lengthened by the insertion of an additional bay and a longer back end, is at work with Starline Tours of Los Angeles, having been exported to the USA in 2000, where it has seen service with several operators. This followed use at home post-Southdown within the Stagecoach Group.



NEWS PLUS

The latest news from the world of bus preservation and beyond.

LOOKING SMART

The Eastern Transport Collection Society has attended to former Eastern Counties LS789 (5789 AH), a 1959 ECW-bodied Bristol MW5G, as DAVID JUKES reports.

ON THE ROAD

This month's selection of mature buses and coaches on Britain's highways is presented by DAVID JUKES.

267 HITS 50

Northampton Daimler CVG6 JVV 267G is about to celebrate its 50th anniversary as NICK LARKIN discovers.

RETURN JOURNEY: NORTHAMPTON

A nostalgic look back at this much-missed one-time municipal operator.

ROYAL BLUE RUN

The 18th Royal Blue and Associated Motorways Coach Run took place on 15-17 June 2018. SIMON GILL describes the planning and action.



ALTON 2018

This year's Alton Bus Rally and Running Day provided a bumper turnout of vehicles, some of which were photographed by STEPHEN WREN and DAVID JUKES.

BUSES IN THE LANDSCAPE 38

A Bristol LWL on Dartmoor.

GOING STATESIDE

The Hershey, Pennsylvania-based Museum of Bus Transportation's 2018 Spring Fling was held on 2 June, as MIKE GREENWOOD reports.

EASTERN PROMISE

The Eastern Transport Collection Society will next year celebrate the 50th anniversary of its founding as the Eastern Counties Omnibus Society. DAVID JUKES finds out more.



RETURN JOURNEY: EASTERN COUNTIES

A selection of poppy red Bristols with which to reminisce.

RETURN TO DEREGULATED OTLEY

A former West Yorkshire Road Car Company Bristol VRT/SL3 has recently returned to action as described by ASHLEY BLACKMAN and SIMON WILES.

THE MODEL PAGE

Oxford Diecast has produced several bus operator support vehicles in 7mm, 4mm and 2mm scales, as defined by NIGEL APPLEFORD.

OFF ROUTE

A magnificent scrapyard, a wedding surprise and some Northampton humour — and Hampshire's longest serving bus. NICK LARKIN reports.

BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

COVER: Former Eastern Counties LS789, a 1959 ECW-bodied Bristol MW5G, has been preserved by the Eastern Counties Omnibus Society in 1978 and now forms part of successor Eastern Transport Collection Society's fleet. Find out more about the Bristol on page 12 and ETCS on page 44. DAVID JUKES

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JY-38 SCHOOL BUS GMC B SERIES 1979



JZ-07 IKARUS 256 1977

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West Midlands Passenger Transport Executive Livery

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BUS-033

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BUS-034

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France 1934-69

BUS-035

LEYLAND VICTORY
MkII
Hong Kong / UK
1978-81

BUS-036

BROSSEL A92
DARL
France 1962-68

BUS-038

KRUPP TITAN 080
Germany 1951

BUS-039

SAVIEM SC10U
France 1965

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BUS-14 Chausson APH47, BUS-15 Citroen T23 RU, BUS-17 Isobloc 648DP,

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YWBC Show Bus

UPDATED RALLY DATES FOR 2018 SEASON

18/19th August
Lathalmond Bus Museum

26th/27th August
Transport Museum Wythall
Bank Holiday Event

30 September
SHOWBUS
Donington Park

Birmingham Bus Bash
CANCELLED DUE TO ROADWORKS

Local Garage Open Days

5th Aug Arriva Tamworth
1000-1700hrs
10th Nov NXWM Yardley Wood
1000-1500hrs
Display of Vintage Buses,
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A Bunch of Gripes

While out and about on recent B&CP assignments and rally visits, it is apparent from informal discussions with various owners, operators and museum representatives there are a few grumbles that ought to be aired – nothing particularly earth-shattering but needing to be given due consideration.

» **VISITORS** should not forget vehicles on display are privately owned and must not be boarded unless invited to do so by the owner (most are only too pleased to show their pride and joy to interested visitors). Most, if not all, event programmes state this but some memories appear short given the numbers observed (and caught) opening entrance doors or boarding open rear platforms, even those clearly roped or barriered to deter such action. It is noticeable too just how many parents encourage their offspring to do the same, without realising the vehicle could be undergoing or awaiting restoration. It may not be the cleanest or safest inside as a result. And if the owner is sat inside when someone uninvited runs up the stairs...

» **PASSENGERS** must refrain from smoking, eating and drinking while on board – again this is nearly always made clear. The first is probably not so much an issue these days, but food and drink remain a problem. Consumption may

be continued, but only after the vehicle is stopped and the offender 'invited' to alight immediately. And, writing as a bus co-owner, please do not deposit your rubbish in the used ticket box! Take it with you or use a litter bin.

» **PLEASE KEEP OUT** of restricted areas – they are restricted for a reason, not on another's whim. I am sure it hurts to be run over by a moving vehicle or to take a tumble but have no wish to find out for myself.

» **ROUTING OF HERITAGE BUS SERVICES** should be carefully considered to avoid the more strenuous gradients where local geography allows. Most vehicles are no longer in their first flush of youth and could suffer mechanical harm when used fully laden on steep hills. Owners' wishes for part-loading or the provision of and/or operation on flatter routes should be respected by runners and riders alike. An owner may relish a challenge but not a thrash.

I suspect that we are preaching to the converted in many ways and have no wish to spoil anyone's fun or be killjoys. But do please remember to respect vehicles, owners and custodians while enjoying and experiencing our great hobby | DAVID JUKES



Picture: DAVID JUKES

Procters Buy Goodwins AECs

Procters Coaches of Bedale, North Yorkshire, has acquired two Duple-bodied AEC coaches from Go-Goodwins of Eccles, Manchester.

They are JRV 500F, a 1968 Duple Commander III-bodied Reliance new to Byng of Portsmouth and XOT 104, a 1960 Duple Britannia-bodied Reliance new to Coliseum of West End, Southampton. Procters intend using the vehicles for heritage and wedding work initially using JRV500F as XOT 104 requires restoration work.

Report: JOHN WAKEFIELD

Right: **XOT 104 at Cheffins auction sale on 24 April 2015.** PETER HALLS

Below: **JRV500F at Bedale on 17 June 2018.** REUBEN FRANKAU



2018 Canvey Island Bus Rally

Gordon Clayton, Chairman of the organising committee at the Castle Point Transport Museum, has confirmed the bus and coach elements of the annual Canvey Transport Rally will go ahead at the Labworth site on Sunday 14 October.

However, he warns the classic car part of the event may be somewhat curtailed as use of the preferred school playground could not be confirmed. It is hoped some cars can be accommodated at the Labworth site.

Anyone planning to take a bus or coach to the event should contact the Museum by telephone: 01268 684272 (24-hour Answerphone) or e-mail: Info@castlepointtransportmuseum.co.uk

Preserving Southampton's Heritage



Phil Blair has asked we correct details relating to the 7164 Group's formation published towards the start of the above feature in August's *B&CP*. He writes: 'Firstly I created the 7164 Group in 1976 working as Traffic Assistant at Portswood and we had Guy 64 and Guy 71, both of which were only held at Portswood and due to be sold. I convinced the then General Manager Bill Lewis to keep them as part of the company's heritage.'

'64 was used at The Derby and the last of the main City and Docks Tours but was due to retire. She made the eventful Southampton FC tour in 1976. Both buses were then held by SCT and, as part of my work, I was given the job of ensuring they were seen out and about.'

Phil also advises the middle picture on page 49 of 324 was taken in Shirley garage, and it was No 400, not 401, that was a mobile dining bus (page 51).

387 Back Home

St Helens Corporation No 387 (BDJ 87), a 1951 East Lancs-bodied BUT 9611T trolleybus, returned home to its former depot at the St Helens-based North West Museum of Road Transport on 22 June. It is loaned to the NWMRT for a two-year period by the Trolleybus Museum at Sandtoft, which repainted the vehicle especially for an event to commemorate the closure of the St Helens trolleybus system 60 years ago on 30 June and 1 July 1958.

During the weekend of 30 June and 1 July 2018, seven preserved St Helens motorbuses ran on the town's former trolleybus routes giving free rides to

museum visitors and the public. A bus worthy of mention was former St Helens No 67 (BDJ 67), a Park Royal-bodied AEC Regent III RT identical in every respect to those built for London Transport, which travelled from the Scottish Vintage Bus Museum at Lathalmond for the weekend and performed faultlessly. It was positioned in the Hall Street depot alongside No 387; the first time both vehicles were seen together since 1958.

Visitors to the NWMRT can see 387 at weekends between 11.00 and 16.00. Report and picture: GEOFF SANDFORD



GVVT Date Change

Readers are asked to note the Glasgow Vintage Vehicle Trust Open Sunday on 2 September will now take place on **Sunday 9 September 2018** owing to a clash of dates with an adjacent football stadium's event. Details: www.gvvt.org.



Obituary: 'Big' John Cresswell

'Big' John Cresswell of Stowmarket died on 30 May 2018 aged 77 years. Born in September 1940, John was the sixth-generation Cresswell to become a coachman (coach driver).

He took his PSV tests in 1961 with Jack Mulley of Ixworth before working at Combs Coaches of Stowmarket and Squirrels Coaches of Hitcham for many years. John later set up John's Tours with his son Kevin in 1990 before retiring in 2013. He took pride in his

coaches, many of which were sourced from Dews Coaches of Somersham.

John was also a keen narrow-gauge railway modeller and took an interest in the preservation movement, regularly attending bus rallies in the eastern area.

John is survived by his wife Jill and four children. The funeral took place on 20 June at St Mary's Church, Combs, with a celebration of his life held afterwards at The Cedars Hotel, Stowmarket.

Report: JOHN WAKEFIELD



Picture: DAN TRENT

Boost for Restoration Project

The Rotherham-based South Yorkshire Transport Museum owns the oldest surviving Sheffield Corporation bus, a 1947 Weymann-bodied Leyland Tiger PS1 that served on various routes in Sheffield before later conversion to a mobile canteen for the convenience of Sheffield Corporation Transport Department staff.

It was bought for preservation on being finally taken out of service, the first Sheffield Corporation bus to have this distinction. The restoration of this unique vehicle started in 2016, after many years in storage, aided by £1,500 from the Transport Trust and a dedicated volunteer team determined to restore the bus to its original condition.



This project has received the major boost of a £10,000 restoration grant from the Association for Industrial Archaeology, the national society for industrial heritage, which has supported the study, preservation and presentation of industrial heritage in Britain since 1973. More information can be found at <https://industrial-archaeology.org>.

The South Yorkshire Transport Museum is deeply grateful for these generous grants and for the contributions from many of its volunteers and some local businesses. Further donations towards the project would be welcome. Rapid and exciting progress is now anticipated and can be observed at the Museum's Open Days. See www.sytam.co.uk for details of these.

Routemaster Advert Banned

A recent television advertisement offered viewers the chance to build a large scale Routemaster bus by taking out a subscription to a partwork which would gradually provide the required parts. The advertisement apparently failed to make it sufficiently clear buyers needed to buy 130 weekly parts to make the bus – an initial instalment of £1.99 would be followed by subsequent issues at £8.99 each, resulting in a model costing around £1,150.

Buyers complained to the Advertising Standards Authority which ruled the publisher, Hatchette Partworks, must not show the advertisement again. A spokesman for the ASA said: 'We concluded the advert was misleading'.



Back from Belgium

Two British buses that were exported to Belgium have returned to the UK. Both had been part of the Retro wedding bus fleet in Aartselaar before passing to Belgium collector Rik Leikens in 2015 after Retro ceased trading.

They are former Leicester City Transport No 63 (GRY 63D), a 1966 Park Royal-bodied Leyland Titan PD3A/1 which had been converted into an open top, and ex-Salford Social Services

CBA 966L, a 1973 Plaxton-bodied Bedford J2 coach. The Titan has returned to Leicester for use as a coffee bar after its purchase by 31 COFFEE, an independent family-run coffee shop located in South Wigston, while the J2 has been acquired for preservation by Derek Lowther of Crewe.

Report: JOHN WAKEFIELD

Picture: ANDREW TUCKER



RF511 Found

RF511 (MXX 488), a former London Transport Metro-Cammell-bodied AEC Regal IV, has surfaced in derelict condition on a Cleckheaton farm. It appeared on an internet auction site this June after the landowner took possession to clear a storage debt. It was sold to Wombwell Diesels in February 1980 after service with LT, before passing to Oxted and Iver-based owners in May 1980 and 1986 respectively.

Report: JOHN WAKEFIELD



PDs on Parade

This year's Wiston Steam Rally provided this fine line up of ten preserved post-war Leyland Titan buses on Sunday 8 July – eight PD2s closest to the camera and two PD3s at the far end. Picture: ROB JONES



Regents on the Devon Coastal Run

Hot and sunny South Devon weather greeted two AEC Regent Vs from the Devon General Omnibus Trust's collection as they joined the 40th Annual Devon Coastal Run on 15 July.

The Regents – 817 (VDV 817) of 1957 and 1965-built 513 (CTT513C) – were accompanied by Grey Cars AEC Reliance No 1 and 'Sea Dog' open-top Leyland

Atlantean 925 on the traditional Devon General Service 2 from Exeter through Dawlish and Teignmouth, before reaching the Bovey Tracey rally site via Torquay, Totnes and Buckfastleigh.

Service 2 was one of Devon General's original routes, having been launched – along with its inland twin Service 1 – in July 1919. The company's centenary will be

celebrated with a series of events next year.

The image shows Stagecoach Devon ADL E400-bodied Scania N230UD 15898 (WA13 GEU) on the modern-day Service 2, passing Devon General Regent V 513 (CTT513C) at Dawlish. 513 is owned by DGOT Trustee Paul Jenkins and has been placed on loan to the Trust. Picture: PETER MURNAGHAN



Epping-Ongar Railway Event

The theme for the Epping Ongar Railway's autumn bus event on Sunday 9 September will be London Transport's Reshaping Plan of 1968. LT introduced a plan for the reorganisation of the capital's bus routes on 7 September 1968, the key features of which were: the introduction of one-man-operation to address staff shortages and costs; the introduction of flat fare routes based on outer hubs; a shortening of routes to improve reliability and ease scheduling; and the introduction of long single-deckers in place of double-deckers.

The event will be taking place almost 50 years to the day as Roger Wright explains: 'We intend to line up as many surviving MB/SM family buses as possible. Despite trying, I cannot say we will be able to find

a younger Evil Knievel to jump over them, as happened in 1975, but we are hoping to find some vehicles that have not been seen by enthusiasts for some years. If you have a Merlin or Swift that you wish to bring then please get in touch.'

It is planned to operate the morning services to and from the railway and surrounding areas using classic buses of the 1950s and 1960s, before the reshaping buses begin to take over, allowing Merlins, Swifts, Fleetlines and newer vehicles to perform centre stage.

Admission to the site will be by an all-day rail and bus rover or the ever-popular bus-only rover. Parking at North Weald station will be restricted to Disabled patrons to assist bus movements.



Picture: KEITH VALLA

A Norfolk Meeting

Three former Eastern Counties vehicles met at the Eastern Transport Collection Society's base near Norwich this July. Resident Bristol LD5G LKD229 (OVF 229) and Bristol MW5G LS789 (5789 AH) were lined up with Charles White's Bristol RELH6G RE896 (SVF 896G) during a visit by members of the

Cambridge Omnibus Society.

Cambridge Omnibus Society membership for the 2018-19 season is now available at £13; new members are invited and can join by contacting the membership secretary, Tony Barfield, at: routemasterrm1933@gmail.com.

Report and picture: JOHN WAKEFIELD



C4 Coach for Sale

A 1959 Duple-bodied Bedford C4Z2 originally registered 24 EJO is for sale in Croatia. The coach was new to Conway Hunt of Ottershaw, later becoming a mobile showroom with Marsh of Plympton and then a motor caravan with various owners. It was re-registered ESL 933 in 1999 and sold to Dutch wedding bus operator Tjeed Prins of Opijnen, Netherlands, then Robert Achterburg of Vijfhizer, Amsterdam, who restored it to PSV condition but fitted with bus seats.

The Bedford passed to Dennis Bacic of Croatian-based Retrobus in November 2012, but he was unable to get it licenced for hire or reward. It is offered for sale to UK enthusiasts at 6,000 Euros; interested parties should contact the seller at: fume007@hotmail.com.

Report: JOHN WAKEFIELD

Picture: DENNIS BACIC



HGV Testers Wanted

The Driver and Vehicle Standards Agency (DVSA) has committed itself to recruiting additional MOT testers to offset a much-publicised shortfall after pressure from industry groups and operators forced the regulator to act. DVSA's changes to its Authorised Testing Facility programme, known as Next Generation Testing (NGT), has seen mixed results.

NGT was designed to give operators more flexibility by offering tests outside the normal working hours, but staff shortages still exist, and many operators are calling for a significant overhaul to the current testing model and out-sourcing to private contractors to meet demand.

John Parry, Chairman of the Institute of Road Transport Engineer's (IRTE) Steering Group, said: 'We welcome DVSA's announcement that it will supply more testers, but only time will tell whether it will be enough. This situation is endemic of a much wider problem; a lack of engineers in the transport sector.'



BUSFLIX 175
North Staffordshire
February 2018 51 Minutes £10



Filmed in Newcastle under Lyme, Hanley, Leek, Longton & Uttoxeter.

BUSFLIX 174
Gateshead.
January 2018 53 Minutes £10



Filmed in Metrocentre, Blaydon, Gateshead Metro and Heworth.

BUSFLIX 173
Newcastle upon Tyne
January 2018 54 Minutes £10



Filmed in Haymarket, Percy Street, Pilgrim Street, Central Station and Four Lane Ends.

BUSFLIX 172
North Lincolnshire
November 2017 51 Minutes £10



Filmed in Scunthorpe, Grimsby and Lincoln.

BUSFLIX 171
Barnsley, Wakefield & Dewsbury.
October 2017 53 Minutes £10



Filmed in Barnsley, Wakefield & Dewsbury.

BUSFLIX 170
Cambridgeshire
October 2017 53 Minutes £10



Filmed in Cambridge, Ely, Wisbech & Peterborough.

BUSFLIX 169
Dundee, Perth, Glenrothes & Kirkcaldy.
August 2017 71 Minutes £12



Filmed in Dundee, Perth, Glenrothes & Kirkcaldy.

BUSFLIX FILMS

RECENT RELEASES

BUSFLIX SERIES		
BF 176 Sheffield		£10.00
BF 175 North Staffordshire		£10.00
BF 174 Gateshead		£10.00
BF 173 Newcastle upon Tyne		£10.00
BF 172 North Lincolnshire		£10.00
BF 171 Barnsley, Wakefield and Dewsbury		£10.00
BF 170 Cambridgeshire		£10.00
BF 169 Dundee, Perth, Glenrothes & Kirkcaldy.		£12.00
BF 168 Inverness, Elgin & Aberdeen		£10.00
BF 167 Greater Manchester August 2017		£12.00
BF 166 Kent June 2017		£12.00
BF 165 South Wales Valleys June 2017		£12.00
BF 164 Edinburgh & The Borders		£10.00
BF 163 Wiltshire May 2017		£10.00
BF 162 Leicestershire April 2017		£10.00
BF 161 Oxfordshire April 2017		£10.00
BF 160 North Hampshire April 2017		£10.00
BF 159 North & East London April 2017		£10.00
BF 158 South Durham & Teesside March 2017		£10.00
BF 157 Doncaster March 2017		£10.00
BF 156 West Sussex February 2017		£8.00
BF 155 Rotherham February 2017		£10.00
BF 154 Cheshire January 2017		£10.00
BF 153 Yorkshire East November 2016		£12.00
BF 152 Berkshire November 2016		£10.00
BF 151 Buckinghamshire 2016		£10.00
BF 150 North West London October 2016		£10.00
BF 149 South Clydeside October 2016		£10.00

LOOKING BACK AT BUSES		
LB 117 Isle of Wight 1996—2005		£10.00
LB 116 Isle of Wight 1996		£10.00
LB 115 Crawley Part 2 2001/2		£10.00
LB 114 Crawley Part 1 1996—2000		£10.00
LB 113 Hampshire 1996 - 2005		£10.00
LB 112 Portsmouth Navy Day 2003 Part 2		£10.00
LB 111 Portsmouth Navy Day 2003 Part 1		£10.00
LB 110 Oxford 2003 / 2006 63 Minutes		£10.00
LB 109 Oxford 1996/7 65 Minutes		£10.00
LB 108 West Midlands 1997 & 2001 73 Minutes		£12.00
LB 107 The Black Country 1997 60 Minutes		£10.00
LB 106 Birmingham & Coventry 1996 73 Minutes		£12.00
LB 105 Cambridge & Northampton 1995-6 78 Minutes		£12.00
LB 104 Gt Yarmouth, Cromer & Norwich 2003 64 Minutes		£10.00
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LOOKING SMART

The Eastern Transport Collection Society has attended to former Eastern Counties LS789 (5789 AH), a 1959 Eastern Coach Works-bodied Bristol MW5G, over several years. DAVID JUKES reports.

The Bristol MW (Medium Weight) was the conventional-chassis successor to the integral underframe-based Bristol LS (Light Saloon). Both were underfloor-engined single-deck vehicles; the MW using the LS's mechanical components in what the British bus industry considered a more acceptable form, such was its lack of enthusiasm towards integral vehicles.

MW production took place between 1957 and 1966 with 1,965 built for bus, coach and dual-purpose usage. Gardner 5HLW or 6HLW engines were fitted as standard (the MW5G and MW6G variants respectively), although an early example was experimentally fitted with a

Bristol BHW unit for a brief period (an MW6B) until its replacement by a 6HLW.

The Eastern Counties Omnibus Company (ECOC) acquired 162 examples over the MW's production run – 115 MW5G buses (LM435-492/600-646), 22 MW5G coaches (LS779-800) and 35 MW6G coaches (LS801-834).

5789 AH

The preserved LS789 (5789 AH) was one of four Eastern Coach Works (ECW)-bodied Bristol MW5G coaches which entered ECOC service in 1959 as its LS788-791 (5788-5791 AH) – the first pair seating 39 and the remainder 32. LS789 was outshopped in the cream with brown waistband Metropolitan Coaches livery – Reynold's Garage Ltd (trading as Metropolitan Coaches) of Great Yarmouth was acquired by ECOC in 1951 and its identity retained for several years thereafter – and allocated to Norwich in May 1959 as a spare coach.

It was allocated to the Great Yarmouth-based Metropolitan Coaches unit two months later, remaining there until transferred to Norwich in late-1962. Here it was repainted into ECOC's cream and maroon coach livery in time for the 1963 season.

The twin coach-style destination boxes were replaced in 1965 by a larger bus-type destination display, complete with three-track number blinds, which remains in place today. A 1966 transfer to Cromer was followed by the MW's demotion to a dual-purpose vehicle in late-1967.

LS789 proved more nomadic in this form, spending time at Great Yarmouth, Kings Lynn, Norwich, Peterborough and Lowestoft before withdrawal in 1976. Within that period, the MW was converted to one-man-operation (to use the era's terminology) by ECW in 1970 and repainted into National Bus Company (NBC) dual-purpose poppy red and white in 1973 while allocated to Peterborough.



Its seating was also retrimmed in the red and black-stripped moquette still carried today – it is believed this was carried out during LS789's 1970 OMO conversion.

The coach was sold to Lowestoft's Kirkley High School in 1976 and was acquired for preservation by the Eastern Counties Omnibus Society in 1978, transferring with that Society's assets to the Eastern Transport Collection Society in April 1985.

RESTORATION

LS789 was initially restored during the early-1980s, work which included some panel replacement and the fitting of new mudguards (which were acquired from ECOC with other redundant spares). The framework was found to be in very good

condition other than some rotten timbers below the windscreen and the driver's offside window which were soon renewed. The front offside windscreen pillar was replaced during the coach's sojourn at Little Melton, work to replace this substantial double-curvature hardwood section was carried out in the open while dodging the elements.

A blank front panel was fitted at the time of its 1973 repaint into NBC livery which was replaced with the correct pattern panels and a grille removed from a scrap MW bus at Ben Jordan's of Coltishall. A reversing light installed as part of its 1970 driver-only conversion was also removed.

LS789 was rallied occasionally during the 1980s wearing Metropolitan Coaches cream and brown livery which was not completely accurate for its modified condition, but the restoration was never really completed at that time. It was later taken under the wing of member Len Wright who, with help from his wife Maura between 1990 and 1993, set about restoring the coach to its 1965 appearance. Their efforts saw the Bristol regularly rallied from 1993 and eventually kick-started a train of events which has lead, after much more work by the preservation team, to the coach's current smart condition.

Several members have been involved over a period in the complete restoration

Opposite: **The well-rounded ECW coach bodywork fitted to LS789 was of a design effectively inherited from that fitted to the Bristol LS with minor styling changes. A new ECW coach body would be launched in 1961.** DAVID JUKES

Above: **The early model ECW-bodied MW coaches retained the twin fixed windows and rearward-located offside emergency exit door of the LS but with vertical rear panels beneath the waist-rail in place of that type's slight curve.** DAVID JUKES

Right: **LS789 undergoing initial restoration at Little Melton in March 1981. The rudimentary restoration facilities are very evident.** DICK HUNT





of this vehicle to date, some inevitably no longer with us, but a contribution nevertheless for which the Society is most grateful.

REJUVENATION

LS789 is currently fully-operational thanks to it being suitably rejuvenated over the past two years. Mick Betterton and Syd Eade gave the MW a mechanical overhaul, which included the fitting of a new, and smaller, stainless steel fuel tank and fuel lines, plus much work on the clutch and throttle assemblies. Much de-rusting and painting of chassis and outriggers previously obscured by the extra-large coach fuel tank was also undertaken after this was removed.

New injectors were also fitted and helped transform the Bristol's performance – no longer would LS789 run out of puff on a rising gradient (Norfolk does have hills and is not as flat as some may believe!).

The interior was given a deep clean with attention given to the saloon and destination box lighting to ensure both were fully operational. Longer-term plans are to return the interior to a more original finish to match the exterior; a re-trim in floral-pattern moquette and repaint in cream to replace the current striped and light-grey finishes are top of the list, while plans are also afoot for a return to netted luggage racks (the netting was replaced by riveted-in sheet metal panels during LS789's later service life).

The ECW body's exterior has also benefitted from Daniel Peart's attention to detail; the maroon paintwork applied in 2014 has been carefully touched up to ensure a single shade is evident and plastic inserts fitted into the longitudinal trim after many years' absence. Other touches have been the fitting of a more appropriate destination blind discovered in the Society's stores and a correct-

pattern front registration plate. The last was sourced by Daniel at no little expense from St Austell-based Tipper's Classic & Vintage Plates (www.tippersvintageplates.co.uk) using original Gothic letters and digits from the 1950s and early-1960s.

There is another item currently sought – an original Bristol MW white three-spoke steering wheel to replace the incorrect ex-Bristol RE example currently fitted.

ON THE ROAD

An afternoon's excursion through the Norfolk countryside with Keith Dickerson at the wheel revealed LS789 to be in fine fettle with splendidly correct sound effects emanating from its engine and transmission. The MW gives a most comfortable ride too thanks to a winning combination of good suspension and coach seating – the latter in amazing condition when considering its age.

LS789 will be appearing at various events in and around East Anglia this year to help publicise the Eastern Transport Collection Society while building its links with the region's other transport museums and groups. For more information about the Society and its other vehicles, please turn to page 44.

Our thanks to Mick Betterton, Keith Dickerson, Dick Hunt and Daniel Peart of the Eastern Transport Collection Society for their kind assistance.

Top left and right: **The smart interior of LS789's ECW coach body awaits backdating to match the exterior's 1965 appearance – the upholstery is in excellent condition given its 1970 fitting.**

Bottom left: **LS789's cab area; the lever to operate its inward-opening passenger door is located to the gear-stick's left. Note the floorplate showing the location of the Bristol's gears – five forward and one reverse.** Both: DAVID JUKES





The Eastern Counties maroon and cream livery suits the lines of LS789's 1959-built ECW bodywork. The remodelled front dome incorporating a bus-type destination display replaced the original with twin flush-mounted destination boxes in 1965. DAVID JUKES



LS789's ECW coach body could be considered functional, but attractive with brightwork kept to a relative minimum. Polished aluminium bands neatly divide maroon and cream and embellish the rear and lower side panels. DAVID JUKES



This month's selection of mature buses and coaches on Britain's highways is presented by DAVID JUKES.

PARAMOUNT LS

Seen in Dover on 20 June is Thomsetts of Deal III 5313, a 1990 Plaxton Paramount III 3200LS (Low Screen)-bodied Volvo B10M new to Dodsworth of Boroughbridge registered G718 NWY.

Picture: JAMES OTLEY



PARKLIFE

The 2018 Bournemouth Bus Rally was held in Kings Park on a very hot and sunny 7 July. Fresh from repainting and lower panel replacement work by Ashley Blackman is Jonathan Hawkins' former Bournemouth Corporation 266 (RRU 903), a 1955 Park Royal-bodied Leyland Tiger Cub PSUC1/I that was new with a front door and open rear platform, hence the offset rear emergency exit. It was soon converted to front entrance – a legacy is the mismatched rearmost side windows. About to take its turn on the day's free heritage bus services is the 5070 Preservation Group's former Damory Coaches 5070 (GEL 686V), a 1980 Eastern Coach Works-bodied Bristol VRT/SL3 new to Hants & Dorset as its 3436. Doing the same is Jonathan Hawkins' ex-Yellow Buses 262 (H262 MFX), a 1991 East Lancs-bodied Dennis Dominator. Pictures: DAVID JUKES



OLYMPIAN VARIETY

(1) M225 VSX, a 1995 Alexander RH-bodied Volvo Olympian, was new to Lothian Regional Transport as its No 225. It passed to Bennett of Gloucester for schools' contracts then sold to Walters Coaches of Oxford, with which it is seen on 5 May. (2) Leicestershire-based Orbit Coaches has operated H112 SAO, a 1990 Alexander RL-bodied Leyland Olympian, since its acquisition from Stagecoach Cumberland in 2012. It was originally Cumberland 1012 and later received national fleetnumber 14252. (3) Passing through its home city on 18 June is Tetley's of Leeds N744 ANE, a 1996 Northern Counties-bodied Volvo Olympian new to East Yorkshire Motor Services' Manchester-based subsidiary Finglands Coaches as its 1744. It was later transferred to the parent company as its No 612 and retains EYMS livery with its present owner. Pictures: CHRIS MARTIN (1&2) / GRAHAM KIBBLE (3)



TRAINS & PLANES

(1) The Ffestiniog Railway celebrated Hunslet 125 on 22 June. Its services between Porthmadog and Minffordd stations were augmented by Regional Transport of Shrewsbury's RMCI490 (490 CLT), a former Green Line 1962 AEC/Park Royal Routemaster coach. (2) The Royal Highland Show at Ingliston, next to Edinburgh Airport, requires extras on route 747 between Halbeath Park and Ride and the airport to cope with the crowds. Assisting operations on 23 June is Stagecoach East Scotland's 19935 (HGM 335E), a 1967 ECW-bodied Bristol FLF6G new to Central SMT as its BL335, which managed to beat the Airport's security cordon on this run. Pictures: MALCOLM FLYNN (1) / ROGER HALL (2)

LYMM SPECIALS

The annual Lymm Historic Transport Day on 24 June saw Warrington's Own Buses register a special service to the event, upon which its 1965 East Lancs-bodied Leyland Titan PD2/40 148 (BED 729C) was used, as seen in the village centre. In use on the event's park & ride services was ORS 60R, a 1977 Alexander AY-bodied Leyland Leopard PSU4C/4R new to Grampian Regional Transport as its No 60 but currently preserved in Stevensons of Uttoxeter livery to replicate similar ex-Lancaster vehicles once operated. Pictures: NICK THOMSON



SHIPLEY SIGHTS

Operating at this year's Saltaire Running Day on 1 July are former West Yorkshire PTE 5024 (CUB 24Y), a 1982 Roe-bodied Leyland Olympian seen in Shipley's Market Square, and the Keighley Bus Museum's former London Transport RM736 (XYJ 418, WLT 736), a 1961 AEC/Park Royal Routemaster ascending Otley Road, Shipley.

Pictures: ANTHONY HICKS





SUN TRAP

The sun certainly shone at this year's Eastbourne Running Day on 1 July. Heading from the Meads towards the town centre is ex-Eastbourne Corporation 42 (AHC 442), a 1951 Bruce-bodied AEC Regent III. Leaving the Eastbourne railway station event base is an immaculate former Southdown 490 (TCD 490)), a 1970 Marshall-bodied Bristol RESL6L. The day's weather ensured the event's open-top buses proved very popular, as shown by Jimmy Comfort's former Southern Vectis 681 (FDL 681V), a 1980 ECW-bodied Bristol VRT/SL3 converted by SVOC to its current form in 2000. Operating on Eastbourne's seafront in normal service on the same day is Stagecoach South East 17221 (405 DCD), a 2000 Alexander ALX400-bodied Dennis Trident new to Stagecoach East London in dual-doored and roofed form as its TA221 (V221 MEV). Pictures: DAVID JUKES





267 HITS 50

One of the most historic buses in preservation, Northampton Daimler CVG6 JVV 267G, is about to celebrate its 50th anniversary in style and in the hands of a new group. NICK LARKIN reports.



Opposite page, top: **Daimler CVG6s JVV 267G and ANH 154 at Dallington Green, both in the care of Northampton Transport Heritage.** NICK LARKIN

Inset: **Dallington Green-bound JVV 267G wears the post-1972 Northampton Transport livery. Note the greater areas of cream compared to its current livery. It was one of 17 CVG6 buses modified with revised destination displays to allow greater interchangeability between routes.** NTH COLLECTION

Bottom: **ANH 154 was resident at Northampton Transport's St James Depot for 66 years and is seen inside after its closure with preserved CVG6s BNH 246C and JVV 267G.** NTH COLLECTION

This page, top: **Dallington Green is once again treated to the thrum of Gardner engines as ANH 154 passes JVV 267G. Twenty-one years separate one of Northampton's first CVG6s with the final delivery.** NICK LARKIN

Right: **ANH 154 was also a regular visitor to Dallington Green during its service years. Adams Bread was a Northampton staple for many years.** NICK LARKIN

Brave new technology was awash in 1968. NASA was well advanced with plans to send a man to the moon the following year and Dr Christiaan Barnard performed the second successful human heart transplant. Manchester Corporation introduced its revolutionary Mancunian double-decker and American-style Johnson fareboxes, while operators from London Transport to Sunderland Corporation were running fleets of swish pay as you enter rear-engined single-deckers.

At Northampton, matters were a little more traditional. Between 1964 and 1972, the entire fleet was comprised of crew-operated Roe-bodied half-cab open-platform Daimler CVG6 double-deckers which to the uninitiated were not too dissimilar to vehicles delivered in the late-1940s.

Magnificent and reliable vehicles without question and run by an operator with the highest standards of public service, but we cannot think of another municipal operator which still completely relied on buses of this specification by 1968, when the last batch of Daimler CVG6s arrived.

These buses were registered JVV 263-267G, and it is the last of these which is the star of this feature.

This bus has a longer list of historic claims than the Royal Family as the last



home market Daimler half-cab and open rear-platform PSV. Northampton 267 also marked the end of vehicles with teak-framed Roe bodywork – in this case to H33/26R layout – and pre-select gearboxes.

Northampton's first foray into the brave world of rear-engined buses maybe did not have the most auspicious start when, in 1972, two 1967 Strachans-bodied AEC Swifts new to Wolverhampton Corporation were acquired from West Midlands PTE. The following year no fewer than 20 single-deck Daimler Fleetline SRL-36s with Willowbrook B45D bodywork were bought, and the CVG6 was doomed.

INTO THE 1990s

The type remained in operation well into the 1980s however, with GNH 261F remaining in normal service until March 1986. This left just 267, which in 1985 was repainted and re-upholstered then retained for special duties.

Post-deregulation, these duties included 'being shoved out into service when we are short of buses' and, even in the early 1990s, JVV 267G could be seen picking its way among buses sporting Stagecoach stripes in Northampton town centre bringing joy to many.

The bus was sold in 1993 to the locally-based 154 Preservation Society which

JOIN THE CLUB

Adult membership of Northampton Transport Heritage is £15 a year for which there are four excellent newsletters per annum, social evenings and trips. The group holds an archive of artefacts and its eventual aim is to create a transport museum for local vehicles as well as encouraging interest in them. For further details call: **07816 676175** or take a look at its Facebook page: <https://www.facebook.com/NTHHeritage/>





This page, top: **The buses look so much at home at The Drapery in Northampton's town centre.** NICK LARKIN

Below: **154 owes its survival to driver training duties before further use to promote the Greyfriars Bus Station in the mid-seventies. It was stored in a shed at St James Depot from 1978 until 1990 when extracted and restored by the 154 Restoration Society.** NICK LARKIN

had been formed to rally and look after a certain other Daimler CVG6 – more on that later. No 267 would remain at First's St James depot until catastrophic floods in 1998 saw the bus submerged to its axles. After that it was ordered to remain outside, and it was finally rescued by local preservationists with a tow truck and taken to a local undercover storage site for preserved buses.

Funds were raised to get the bus back on the road by the 154 Group and the East Midlands Vehicle Preservation Group, which provided the storage. An engine rebuild and other work was carried out by Ward Jones at High Wycombe for £12,000, but luckily the 1985 paint job has served the bus well and it has since only needed a relatively minor spruce-up.

The two preservation groups worked together, and with the need to secure the future of 267 and other Northampton vehicles, merged to form Northampton Transport Heritage (NTH) in 2017 – a new era for 267 and two more Northampton Daimler CVG6s.

A NEW GROUP ERA AND TWO, WELL THREE, MORE BUSES

Also in the care of the NTH are miraculous survivors in the form of ANH 154, a 1947 Northern Coachbuilders CVG6, and DNH 197, a 1953 CVG6 with Roe bodywork on Park Royal frames.

ANH 154 was among a batch of 20 similar vehicles (ANH 150-169), the largest batch of buses delivered to the operator until the Daimler Fleetline single-deckers in 1973. It became a driver trainer with Northampton Transport in 1964 after clocking up some 620,970 service miles, surviving in that role until 1969. It was then used as a publicity vehicle before storage until 1990, when restoration by the 154 Preservation Society began. Original specification seats were specially made for the bus.

Northampton 154 would remain at the historic St James depot until this closed on



267's BIG DAY

Northampton Transport Heritage, which now has around 80 members, is organising a major 50 years of 267 event in Northampton on 23 September to be run in conjunction with Northampton Borough Council. The town centre event will feature some 20 buses with a Northampton connection on static display and giving rides on local routes from The Drapery: 'This is going to be a very special event, marking the 50th anniversary of a Northampton Transport icon, JVV 267G,' says Northampton Transport Heritage Chairman Graham Croucher.





First Northampton's demise in 2013 – 66 years in all.

DNH 197 is an equally lucky survivor. New to the fleet in 1953 as one of five vehicles of its type (DNH 195-199), their metal-framed bodywork was similar in many respects to London Transport's RTs.

The bus was withdrawn in 1969 before passing to ECW Halls, trading as The Stag Bus, later the same year. It was sold for preservation in 1975 and then acquired by the London Bus Export Company, which sold it in 1986 to the ill-fated PK

Historic Omnibus company.

From breaker and dealer Joe Sykes, the Daimler went back to the London Bus Export Company before the British Bus Preservation Group launched a campaign to save it, having been offered the bus at a generous discount. Finally, DNH 197 returned to the Northampton area in the care of the East Midlands Vehicle Preservation Group but has remained off the road for some years.

It has been professionally inspected by Ashley Blackman and deemed to be a

viable project although an engine rebuild is needed: 'This is a longer-term project, but we are actively raising funds,' said NTH Chairman Graham Croucher.

There is now a fourth vehicle under the Group's auspices though owned by a consortium of NTH members. Contrasting a little with the Daimlers is 1990 Alexander RL-bodied Leyland Olympian H654 VVV, new to Stagecoach United Counties, of which Graham says: 'This is a bus which appeals to a younger generation of preservationists.'

Top row, from left to right: **Two views of JVV 267G's homely interior which mixes the traditional with contemporary late-1960s fixtures and fittings.**

This upper-deck view shows the excellent condition of JVV 267G's seating, which was last reupholstered in 1985.

New seats were made for ANH 154 during its post-1990 restoration.

Below: **Awaiting its turn for attention is 1953 Roe-bodied Daimler CVG6 DNH 197.** All: NICK LARKIN

Below right: **The newest and largest vehicle in the Northampton Transport Heritage collection is this former Stagecoach United Counties Alexander RL-bodied Leyland Olympian.** NTH COLLECTION

NORTHAMPTON TRANSPORT DAIMLER CVG6s

Year	Fleetnumbers	Registrations	Bodywork
1947	150-169	ANH 150-169	Northern Coachbuilders H30/26R
1949	170-179	ANH 170-179	Roe H31/25R
1950	180-189	ANH 180-189	Roe H31/25R
1953	190-194	DNH 190-194	Roe H31/25R
1953	195-199	DNH 195-199	Roe H30/26R (based on Park Royal frames)
1957	200-209	GVV 200-209	Roe H33/26R
1959	210-215	JVV 210-215	Roe H33/26R
1960	216-221	LNH 216-221	Roe H33/26R
1961	222-227	MNH 222-227	Roe H33/26R
1962	228-233	ONH 228-233	Roe H33/26R
1963	234-239	RNH 234-239	Roe H33/26R
1964	240-245	SVV 240-245	Roe H33/26R
1965	246-251	BNH 246-251C	Roe H33/26R
1966	252-257	ENH 252-257D	Roe H33/26R
1967	258-262	GNH 258-262F	Roe H33/26R
1968	263-267	JVV 263-267G	Roe H33/26R





Left: **Northampton Transport Heritage** members, from left to right, **Mark Barber** (member volunteer), **Graham Croucher** (Chairman), **Arthur Michell** (Treasurer and Technical Officer) and **Phil Curtis** (Publicity Officer). NICK LARKIN

Below: **JVV 267G: Britain's last open rear-platform bus.** NICK LARKIN

by a structure designed by someone who must have thought every bus using it would be one foot wide and five feet long, such is the congestion. We did manage to travel through it to The Drapery, which even with modern shops still retains a traditional feel.

Both buses looked at home here despite the presence of modern vehicles, and no-one could surely not mourn the demise of Northampton Transport and the highest standards it maintained until the end.

Thanks to Northampton Transport Heritage, at least the much-missed operator's delicious red and cream livery and municipal crests will still be seen regularly around town!

Many thanks to everyone at Northampton Transport Heritage, including Graham Croucher, Arthur Michell and Phil Welsh for their help with this feature.

A TRIP INTO TOWN

B&CP was kindly treated by NTH members to a trip into Northampton with JVJ 267G and ANH 154. Our first port of call was the famous, but now no longer used, semi-rural Dallington Green terminus, at which almost half the village came out to say hello and children from the local school and their teachers were treated to a look around the buses.

Two nice ladies, who may just have been old enough to remember 267 (but obviously not 154) in service requested a

trip to town and, with our new passengers on board, we headed on 267 to St James depot, which opened for trams in 1904. Though closed to buses, it is now scheduled for a worthy new career as a shoe-making factory.

Into town and, after setting down the nice ladies, we posed the bus for pictures at the historic Guildhall.

Sadly, through some may disagree, the legendary 1976 cavern of darkness that was Northampton's undercover bus station has been demolished. It is replaced



NORTHAMPTON MISCELLANY

Northampton Transport Heritage would like to hear from anyone who may be interested in acquiring one of the operator's unique Alexander-bodied Bristol VRTs, just two of which remain: PBD 40R is an Oxfordshire playbus and VVV 63S is with a French owner.

Northampton buses in preservation include 1946 Duple-bodied Daimler CWA6 VV 8934, privately owned but based at the Lincoln Vintage Vehicle Society's museum, John Jackson and Tony Melia's superbly-restored 1946 Roe-bodied Crossley DD42/3 VV 9146, which like the Daimler was stored for many years in Joe Hunt's legendary Molesworth scrapyard, and Daimler CVG6s 211 (in Slovenia, as pictured during 2016), 246, 250, 258. 261 and 266 – the last converted to open-top form in Malta.



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Northampton



Starting out in 1904 as Northampton Corporation Tramways, Northampton's municipal buses passed to Northampton Transport Ltd, established as an arms-length subsidiary of the local council, in April 1985. Following the sale of NTL to Grampian Regional Transport in 1993, the company fell two years later into FirstGroup hands. FirstGroup had been formed as a result of the merger between GRT and Badgerline. First Northampton disappeared from the scene in 2013 when its final two routes were withdrawn as a result of the closure of Northampton's St James' depot.

Left: An unusual purchase in 1953 was that of five Daimler CVG6s, their bodywork finished by Roe on Park Royal frames. Seen here in service, but now preserved is No (DNH 197).



Above: From 1957 until 1967, double-deck requirements were fulfilled by Daimler, which supplied 67 CVG6s all bodied by Roe. As illustrated in this January 1973 view, initial deliveries, such as 1957 built 203 (GVV 203) sported Birmingham-style 'tin fronts'.

Right: 1963 Roe-bodied Daimler CVG6 No 236 (RNH 236) has the later Manchester-style 'tin front' which was supplied in either wide or narrow widths. Northampton standardised on the narrow version.





Top: Buses in the last batch of Northampton CVG6s, delivered in 1968, are regarded as the last examples of the conventional British double-decker — that is a 27ft 6in-long bus with front-mounted engine and open-rear platform. The last front-engined British bus of them all was in fact built the following year, a forward-entrance Leyland PD3/14/East Lancs ordered by Ramsbottom but delivered to SELNEC. Returning to Northampton in November 1977 we see penultimate Daimler CVG6 No 266 (JVV 266G) preparing to enter the depths of the town's much vaunted, now demolished Greyfriars bus Station. No 266 was last recorded as an open-topper with City Sightseeing in Malta.



Centre: Northampton was a latecomer to the trend encompassing OMO single-deck saloons, its first arriving in 1972. These buses were Willowbrook-bodied Daimler SRL6 Fleetlines, of which No 2 (UNH 2L) is pictured here.



Bottom: Inevitably Northampton tried out the Leyland National buying 12 in 1974. Seen here in August 1979 is No 33 (GNH 597N).



Above: By 1977 the emphasis had swung back towards double-deckers, Northampton eschewing Daimler products in favour of the Alexander-bodied Bristol VRT/SL3. Seen here is No 43 (PBD 43R) new in 1977. Following withdrawal No 43 saw service in Essex with Harris Bus.



Left: In total 36 Alexander-bodied VRT/SL3s were taken into stock, the type becoming the mainstay of the fleet for over two decades. Seen here in August 1979 when just two years old is No 60 (VRP 60S), which upon withdrawal saw latter-day service with Voel Coaches of Dyserth, North Wales.

Below: In 1979 the undertaking purchased a pair of dual-purpose Bristol LHS6Ls, one of which, No 22 (KBD 22V), is seen in October 1984. Both were sold at the end of 1988 to Robson of Thornaby.



Top: **A final batch of six Bristol VRT/SL3s were received in 1982. These looked to be the previous VRTs ugly sisters as, in our opinion, the East Lincs bodywork did not sit well upon the VRT. Seen in June 1992 is No 74 (ABD 74X).**

Below: **The next batch of double-deckers comprised six Leyland Olympian/East Lincs — Nos 77-82 (A77-82 RRP). Seen here when almost new in October 1984 is 80 (A80 RRP). These buses were transferred the following year at first Eastern Scottish, then Midland Bluebird and Lowland Omnibuses, before travelling South again to Sheffield for a spell with Mainline.**



Right: **With the formation of Northampton Transport Ltd, the undertaking ordered a pair of trailblazing Volvo Citybus indicating the future direction of the fleet. These had East Lincs bodies and again a not-too-good-looking bus was the result. Later deliveries had Alexander bodywork which better matched the high build of the underfloor-engined Volvo Citybus. The East Lincs-bodied pair spent much of their time on private-hire work prior to transfer to First Edinburgh. No 101 (D101 XNV) was caught on camera in June 1992.**



ROYAL BLUE RUN

The 18th Royal Blue and Associated Motorways Coach Run took place on 15-17 June 2018. SIMON GILL attended and describes the event's detailed planning together with the route and coaches.

Many readers will be used to attending rallies and running days throughout the UK but may not realise the vast amount of work required by volunteers to organise such events for their benefit. A running day based on one site requires many months of planning and preparation, but this is magnified hugely for the Royal Blue run which spans three days and requires coach parking in various locations, not to mention accommodation and catering for the crews and passengers. On top of this, the route requires careful planning to make it as authentic and pleasurable as possible.

WHERE TO?

Royal Blue was originally established in Bournemouth during 1880 and its first long-distance coach service to London began in 1919. It was a founding member of the Associated Motorways pool in 1934 and following takeover by the Tilling Organisation in early-1935, its coaches could be seen from Bournemouth to many towns and cities to the west of London; also

Through the rear window of Western National Duple-bodied Bristol LL6B 1250 (LTA 729) we see five Bristols, led by Southern National ECW-bodied RELH 1460 (OTA 632G), on route to Barnstaple during the 2018 Royal Blue & Associated Motorways Run. SIMON GILL

venturing into the Midlands and beyond. This gives organisers of the annual run numerous options when planning the route.

From 1955 every driver on Royal Blue and Associated Motorways services was issued with a 'Route Detail Book'. This provided information on the complex route network and the approved routes through towns, stopping places and permitted alternative routes for 'non-stop' services or 'Relief Cars', as the fully-loaded duplicate coaches were called.

Unlike most running days, the routes followed each year are different. The aim is to re-trace original service routes of the 1950s and 1960s as faithfully as possible to recreate a bygone era of luxury coach travel along spectacular country and coastal roads.

The first stage is to identify those parts of the network not previously covered. Where a road has been included in previous runs, consideration is given to running on it in the opposite direction to add variety. The runs stick as closely as possible to the original roads, submitting to bypasses only where essential. Requests from owners and drivers to include or exclude specific areas are also considered – routes should be enjoyable for passengers and ensure a few 'challenges' for drivers!

A period timetable (usually Summer 1963) is checked for running times to determine what might be practicable. Surprisingly, apart from the area within the M25, the timings are little changed today; more mini-roundabouts compensate for not stopping for passengers in villages and towns along

the way. Finally, a key factor is each day must end at a location with a suitable hotel that has safe parking for up to 20 coaches nearby.

Since the runs started in 2002, numerous places have been visited as shown in the table on the opposite page.

DETAILED PLANNING

Detailed planning begins once a general plan of where the run will go has been set. The Route Detail Books are consulted and from these the original route is transcribed into one sequence, rather than section by section as in the books. Period large scale Ordnance Survey maps are then used to determine the actual route, street by street. Present road names, numbers and descriptions are noted by comparing period and the equivalent current maps.

A close study of the maps reveals any problem areas such as a by-pass that allows access to a village from only one direction, a road now pedestrianised or built over, or new weight, width or height restrictions. New mini-roundabouts, bus lanes and other potential hazards are identified by travelling the route using aerial photographs and computer searches such as Google StreetView. This allows details such as road traffic signs, lane markings and prominent landmarks to be identified.

After months of research, each proposed route is then driven from end to end by car (often twice independently) to check for any other difficulties, such as changes to road layouts for new housing developments, and to look for more prominent junction markers than a road sign.





This gives an opportunity to check the feasibility of proposed timings and assess the refreshment stop locations.

Top left: **The first coach to depart from Victoria Coach Station was Lionel Tancock's Wilts & Dorset 279 (EMW 284), a 1947 Bristol L6B chassis not bodied by Beadle until 1949. Rebuilt by the operator in 1957, Lionel has owned it since 1983.**

Top right: **Turning into Buckingham Palace Road is Western National 2270 (253 KTA), its first Bristol MW6G to carry the restyled ECW coach body in 1962. It was entered by Philip and Bob White.**

Above left: **After being held up by traffic congestion leaving Victoria Coach Station, Western National 2267 (56 GUO), a 1961 ECW-bodied Bristol MW6G, is finally on the move. Acquired for preservation by Bob Archer in 1991, it has been owned by Roger Burdett since 2010 and was driven throughout the 2018 run by John Handford.**

Above right: **Entering Winchester's Worthy Lane coach station at the end of day one is Southern National 1460 (OTA 632G), a 1969 ECW-bodied Bristol RELH6G. It was originally operated in Royal Blue livery as part of Southern National's tours and private hire fleet, seeing express service usage at peak periods. Withdrawn in 1981 and sold to BaMMOT, Wythall, for preservation, it subsequently passed to present owner the West Country Historic Omnibus and Transport Trust in 2005 and placed in Mel Williams' custody. All: SIMON GILL**

Negotiations with relevant site owners for permission to use places as termini or intermediate stops then take place.

A highly-detailed set of notes, including maps, is produced for each coach to give the driver and navigator instructions. These include points of interest for

passengers such as locations of former depots and Royal Blue stops.

Despite all the research, things do not always go quite as planned owing to road works or traffic congestion on the day – and sometimes a driver or navigator may miss an intended turning. A watch is kept

ROYAL BLUE AND ASSOCIATED MOTORWAYS 'ON-HIRE' RUNS SINCE 2002

Year	Route
2002	Taunton – Ilfracombe – Tiverton
2003	Bournemouth – Weymouth – Exmouth
2005	125th Anniversary Run. London (Victoria) – Bournemouth – Exeter
2005	125th Anniversary Run. Exeter – Penzance – Exeter
2006	Cheltenham – Weston-super-Mare – Exeter
2007	Cheltenham – Bath – Trowbridge – Blandford Forum – Weymouth
2008	Cheltenham – Radstock – Taunton – Westward Ho! – Bude – Tintagel – Exeter
2009	Cheltenham – Bath – Yeovil – Weymouth – Swanage – Bournemouth – Portsmouth
2009	National Centenary Run. Penzance – Plymouth – Taunton – Bristol – Cheltenham – Cannock – Newcastle-under-Lyme – Manchester – Glasgow – Dundee – Aberdeen
2010	Stevenage – Hitchin – Luton – Slough – Reading – Newbury – Andover – Salisbury – Yeovil – Taunton – Minehead – Bude – Newquay – Porthleven – Penzance – St Ives – Princetown – Exeter
2011	Oxford – Western-super-Mare – Taunton – Exeter – Bude – Padstow – Newquay – Hannaford – Looe – Tavistock – Lewdown – Exeter
2012	High Wycombe – Reading – Hungerford – Salisbury – Wincanton – Exeter – Torbay – Salcombe – Plymouth – Bodmin – Exeter – Taunton – Wells – Bath
2013	London – Sidcup – Maidstone – Canterbury – Margate – Ramsgate – Dover – Folkestone – Rye – Hastings – Eastbourne – Brighton – Worthing – Arundel – Chichester – Portsmouth – Southampton – Salisbury – Marlborough – Swindon – Cirencester – Cheltenham
2014	London (Victoria) – Esher – Guildford – Farnham – Alresford – Winchester – Romsey – Bournemouth – Wimborne Minster – Blandford Forum – Yeovil – Montacute – Langport – Bridgwater – Taunton – Exeter – Minehead – Weddon Cross – Porlock Weir – Minehead – Watchet – Bridgwater
2015	Windsor – Bracknell – Wokingham – Hartley Witney – Basingstoke – Andover – Salisbury – Yeovil – Exeter – Launceston – Davidstow – Wadebridge – Newquay – Portreath – Hayle – St Ives – Penzance – Camborne – Redruth – Bodmin – Launceston – Tavistock – Plymouth – Exeter
2016	London – Maidenhead – Reading – Newbury – Chippenham – Bath – Keynsham – Bristol – Bath – Shepton Mallet – Blandford Forum – Bournemouth – Wareham – Lulworth Cove – Christchurch – Milford – Brockenhurst – Lyndhurst
2017	Northampton – Bicester – Newbury – Andover – Winchester – Southampton – Bournemouth – Poole – Wareham – Weymouth – Bridport – Lyme Regis – Sidmouth – Exeter – Honiton – Yeovil – Sherborne – Shaftsbury – Salisbury – Stockbridge – Basingstoke – Windsor



Steve Morris' East Kent Leyland-Beadle GFN 273 enters Bournemouth coach park on day two. This semi-chassisless vehicle was constructed using the mechanical parts of a 1938/39 Leyland TD5 and a new Beadle coach body in 1952. It has been preserved with several owners since 1971. SIMON GILL

Passing through Dorchester is Western National 425 (275 KTA), a 1962 ECW-bodied Bristol SUL4A 'on-hire' to Royal Blue. It was one of the few SUL4A coaches not converted for dual-purpose operation and is believed to be the only survivor in original condition. It was bought by present owner David Sheppard Senior in 1983 and fully restored. DWR PICTURE LIBRARY

A fine line up of Royal Blue coaches at Dorset County Hall, Dorchester, during the lunchtime stop on 16 June is headed by Western National 1250 (LTA 729). This was the first Royal Blue Bristol LL6B coach built to the then new maximum length of 30ft. Fitted with a Duple A-type body, complete with additional refinements such as the roof luggage rack, it entered service in 1951. Withdrawn in 1964, it was rescued for preservation in 1968 and bought by current owner Colin Billington in 1972. A thorough restoration was completed in 2005. SIMON GILL

All seven Royal Blue coaches taking part in the 2018 run await departure at the closure of Exeter Coach Station on Saturday 16 June. SIMON GILL

ROYAL BLUE RUN PARTICIPANTS 2018			
Registration	New	Type	Operator and Fleet No
EMW 284	1949	Bristol L6B/Beadle C32R	Wilts & Dorset 279
LTA 729	1951	Bristol LL6B/Duple C37F	Royal Blue/Western National 1250
GFN 273	1952	Leyland-Beadle/Beadle C35F	East Kent
MOD 973	1952	Bristol LS6G/ECW C39F	Royal Blue/Southern National 1286
OTT 43	1953	Bristol LS6G/ECW C39F	Royal Blue/Western National 2200
OTT 98	1953	Bristol LS6G/ECW C39F	Royal Blue/Southern National 1299
TUO 497	1956	Bristol LS6G/ECW B45F	Southern National 1781
56 GUO	1961	Bristol MW6G/ECW C39F	Royal Blue/Western National 2267
253 KTA	1962	Bristol MW6G/ECW C39F	Royal Blue/Western National 2270
275 KTA	1962	Bristol SUL4A/ECW C33F	Western National 425
AFM 105B	1964	Bristol RELH6G/ECW C47F	Crosville CRG530
OTA 632G	1969	Bristol RELH6G/ECW C45F	Royal Blue/Southern National 1460





on travel information during the weekend so participants can be kept informed of potential problems.

THE 2018 RUN

Eleven coaches and one 'on-hire' bus took part in this year's run. This was slightly reduced from recent years owing to some regulars grappling with mechanical issues. Vehicles joined from various parts of the country, including the West Midlands, Home Counties, West Country and North West. With the kind permission of Transport for London, ten coaches started from London Victoria Coach Station (VCS) where we were made very welcome – the new canopy being 'officially opened' at the start of the run.

Representing Royal Blue were Bristol LL, LS, MW and RE types, with Relief Cars consisting of a Wilts & Dorset L-type, a Crosville RE and a Western National SUL (see table opposite).

DAY ONE

Departures from VCS began at 10.30 but took a while owing to traffic congestion in surrounding roads. The coaches avoid travelling in close convoy to minimise inconvenience to other road users, but natural clusters do form. Heavy traffic continued through Brixton, Streatham, Norbury and Purley where the coaches began to make better progress, continuing through Caterham and Godstone to East Grinstead and a lunch stop at Tulley's Farm.

Continuing to Crawley, the coaches were now re-creating the joint Royal Blue and Southdown service from East Grinstead to Bournemouth. Onwards through Horsham, Billingshurst and Petworth until a major road closure at Midhurst necessitated a diversion to Haslemere before continuing to Petersfield. The run continued west into the quaint city of Winchester where the

coaches terminated at the coach station. Here we were joined by an East Kent Leyland-Beadle before continuing to the hotel; the coaches were permitted to park overnight in a nearby Business Park.

DAY TWO

The coaches assembled at Winchester's Worthy Lane coach park for a 08.30 departure to Bournemouth. A low railway bridge with only 10ft 6ins clearance as the coaches entered Romsey meant the LS coaches fitted with roof luggage carriers had to take a mandatory high vehicle diversion.

After passing through Ringwood, the approach to Bournemouth Queens Road coach park was via Ferndown and The Square. Unfortunately, it is no longer possible to cross The Square in the direction we were travelling to view the site of the former Royal Blue Coach Station in Exeter Road. However, the turn into Avenue Road enabled the coaches to pass the recently-closed Marks & Spencer store built on the site of Royal Blue founder Thomas Elliott's original stables and garage.

We continued through Poole and Wareham to Dorchester with a lunch stop at Dorset County Hall. The onward journey to Crewkerne, with its varied terrain and narrow twisty roads, should

Joining the run 'on hire' to Royal Blue for the final day was Southern National ECW-bodied Bristol LS6G bus 1781 (TUO 497), seen during a short break at Barnstaple railway station. A Gardner 6LW was fitted in 1977 to replace its original 5LW unit. It is now owned by North Somerset Coaches. SIMON GILL

Recalling the coach stop in The Strand, Barnstaple, are Bristol LL6B 1250, Bristol LS6G 1286 and RELH6G 1460. The building to the right was built in 1922 by the Council and leased successively to bus operators Hardy-Colwills, National Omnibus & Transport Co., Southern National, Western National and North Devon (Red Bus) until the new bus station opened in 1999. SIMON GILL

Lunch on the final day was taken at Watermouth Castle on the North Devon coast. Ten of the twelve participants are seen parked up in this view from the castle ramparts. SIMON GILL

have produced some spectacular views but low cloud and drizzle prevented seeing those on this occasion. The run continued through Chard, Taunton and Wellington to terminate, by kind permission of Stagecoach South West, at Exeter Coach Station. Here the Royal Blue coaches were the very last arrivals and departures before the coach station closed for the last time at 18.30 that evening.





Steve Graham's 1964 Crosville ECW-bodied Bristol RELH6G, CRG530 (AFM 105B), is seen during the lunch stop at Watermouth Castle. Entering preservation in 1993, Steve has owned it since 2013.

The 2018 Royal Blue run was the first time that three 'camel back' Bristol LS6Gs with roof luggage racks on their ECW bodies took part. From right to left are Roger Burdett's 2200 (OTT43) of 1953 in the later style livery with cream roof, Colin Billington's 1286 (MOD 973) of 1952 with the early style of body showing curved corner windows and wind down windscreens, and 1953-built 1299 (OTT 98). The last has been preserved since 1972, originally with the Dorset Transport Circle and now the West Country Historic Omnibus and Transport Trust.

Journey's end at Taunton bus station with, from left to right, LS 1286, MW 2267, LS 2200 and LS 1299 awaiting departure for the home depots.

ALL: SIMON GILL

everyone who took part; particularly Colin and Helen Billington and Peter Delaney for planning and organising such a superb event and providing information for this feature. Also to my other drivers, Roger Burdett and James Freeman, who drove the camel-back LSs perfectly. 2019 looks as though it could be a very historical run – let's wait and see!

DAY THREE

The day began at Tiverton bus station where a Southern National Bristol LS bus joined us 'on-hire'. This was the day when drivers would be challenged even more as the run proceeded through picturesque Devon and Somerset countryside, coastal towns and villages with narrow roads and tight bends.

Following a brief stop in Barnstaple, where some coaches paused at The Strand to recall the former bus station, the run proceeded through Ilfracombe to a lunch stop at Watermouth Castle which offered some interesting photographic opportunities.

The final afternoon saw the vehicles proceed across Exmoor to Minehead for a short refreshment stop in the coach park next to the West Somerset Railway before continuing to Taunton bus station where the run finished. From here the coaches dispersed for home.

EVOCATIVE

The event was most enjoyable, not only for the participants but also the innocent bystanders and photographers along the route. The opportunity to see so many Royal Blue and 'on-hire' relief coaches doing what they were built to do is something very special. Thanks to



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Alton 2018

This year's Alton Bus Rally and Running Day provided a bumper turnout of vehicles. STEPHEN WREN and DAVID JUKES took the photographs.

There was a good turnout of entrants and visitors at Anstey Park despite alternative attractions in the form of the football World Cup Final and the Wimbledon tennis Men's Singles Final. And the weather

was particularly fine too. The usual high-frequency free bus rides were on offer with up to 20 departures per hour from the rally site; these included links to the Mid Hants Railway for those with an interest in trains

as well as buses. Drainage works within the park forced a change to the static display layout – vehicles were parked close together and faced east and west instead of the more spacious north and south arrangements.



Top: Former Southern Vectis 903 (CAP 234) arrives at the rally site. This 1940 Bristol K was new to Brighton Hove and District in closed-top form and was later rebuilt as a convertible topper in 1953 before moving to the Isle of Wight in 1960.

STEPHEN WREN

Centre: Also seen arriving on the rally field is newly-restored ex-City of Southampton 222 (GTR 484), a 1951 Park Royal-bodied Guy Arab III.

Bottom left: Manoeuvring towards its display spot is former Busways Travel Ltd No 1802 (TRY 118H), a 1969 Eastern Coach Works-bodied Bristol RELL6L new to Leicester Corporation in dual-doored form as its No 118. The bus operated in the north-east for Busways' Blue Bus Services and Economic subsidiaries after its early-1988 single-door conversion.

Bottom right: Former Southdown Motor Services 248 (GCD 48) is a 1939 Leyland Titan TD5 rebodied by Park Royal in 1950.





Above: **On route to Lasham shortly after departure from Anstey Park is Cresta Coaches of Alresford LOU 776L, a 1973 Plaxton Panorama Elite III-bodied Bedford VAL70 new to Castle Coaches of Waterlooville.** DAVID JUKES

Above right: **Not far behind is former London Transport M1069 (B69 WUL), a 1984 MCW Metrobus.** DAVID JUKES

Right: **Ex-Aldershot & District 220 (LOU 48), a 1954 East Lincs bodied Dennis Lance K4, leaves Alton railway station whilst working the 14.40 Service 57 to Odiham.** STEPHEN WREN



The well-presented former London Transport RM188 (VLT 188), a 1960 AEC/Park Royal Routemaster carrying suitable period advertisements, catches Anstey Park's mid-afternoon sun. STEPHEN WREN

BUSES IN THE Landscape

The West Country Historic Omnibus and Transport Trust's former Western National No 1613 (LTA 772), a 1951 Eastern Coach Works-bodied Bristol LWL5G, heads east across Dartmoor on the climb from Merrivale (its Inn and quarry are visible in the background) during The Thames Valley & Great

Western Omnibus Trust's re-arranged Tavistock-based running day on 24 June (the planned March date was cancelled owing to snow). The day's services were based upon the WNOC South Devon area timetable issued in June 1967;

single-deck service 113 formerly ran between Tavistock and Princetown via Yelverton. DWR PICTURE LIBRARY





— GOING — ★ STATESIDE ★

The Hershey, Pennsylvania-based Museum of Bus Transportation's 2018 Spring Fling was held on 2 June, as MIKE GREENWOOD reports.

I have enjoyed a lifelong interest in American buses and coaches which started when the mighty Greyhound replied to a 1960s letter requesting information. I still have the letter, brochure and photographs they sent me. As you can imagine, I was very impressed they responded to a young boy from Leicester in England!

THE MUSEUM OF BUS TRANSPORTATION

There are numerous transport museums in America that contain buses and coaches, several of which I have visited. I happened across one on the Internet called 'The Museum of Bus Transportation' (MBT), located in Hershey, Pennsylvania.

Hershey is better known as 'Chocolate Town' with it being the headquarters of the very long-established Hershey Company, which is one of the world's largest chocolate manufacturers, and the location of the 'Hershey's Chocolate World' attraction. I was more attracted by what the MBT offered.

The Bus Museum's website told me I would enjoy every second of my visit with them! It also stated: 'In order to provide a picture of the progressive growth of the nation's bus industry, the Museum of Bus Transportation has an attractive and interesting representation of vehicles from 1912 through the 90s.

'Altogether, eleven restored historical buses are currently on display. These antique buses are complimented with a colourful display of authentic bus memorabilia including bus station signs, bus stop signs, historical photographs, toy and model buses and other interesting items from these decades.'

The MBT has partnered with the Antique Automobile Club of America Museum (AACAM) to have a permanent MBT exhibit area within the AACAM. This allows both organisations to display all forms of motor vehicles and related memorabilia to educate and entertain the enthusiast and public.

The MBT was established in 1994 and the collaboration with the AACAM took place in early-2000, with the joint museum opening to the public on 30 June 2003. The MBT has a long-term lease for nearly 6,000 square feet of display area allowing the display of up to 12 buses and other historical bus artefacts.

Of greater interest was the invitation to attend the 2018 'Spring Fling' on Saturday 2 June. This promised a display of intercity, transit, school bus and conversion buses – including the entire Museum fleet, which totals 36 vehicles – plus dozens of visiting buses from across the United States.

A shuttle bus was also scheduled to run between the Museum and MBT's annex, so providing an opportunity to photograph everything the Museum had there. There would also be many vendors selling bus and transportation memorabilia in the indoor bus museum area.

GETTING THERE

So that was it – Mrs G and I would travel to Hershey for the Spring Fling. Flights, hotels and car rental were booked, and at the end of May we were heading to America courtesy of Virgin Atlantic. We based ourselves in Harrisburg, Pennsylvania; a 30minute drive from Hershey but a useful base to also take in various railway-related attractions.

I previously visited Pennsylvania in 1993 and knew it was a state that could have quite a lot of rain. A close eye on the BBC weather website as the date approached showed a lot of the wet stuff falling in the region, but it was reasonably encouraging the Saturday's forecast did not appear too bad.



Opposite page: **The AACA Museum sign welcoming buses to the Spring Fling.**

Pictures: MIKE GREENWOOD

This page, top: **This former Greyhound 1956 GMC PD4501 Scenicruiser, donated to the MBT by ABC Companies Inc., the exclusive North American Distributor of Van Hool buses and coaches, sits in front of the impressive Museum entrance. The Scenicruiser was the first 40ft-length North American coach, of which 1001 units were manufactured solely for Greyhound Lines; this is No 932.**

Centre: **The temperature had soared to 87 degrees when photographing P700, a 1960 GM SDM 5301, which was the very first 'New Look – Fishbowl' bus built.**

Bottom and inset: **Chuck Schroedel and Joanne Clark with their impressive Military Police-liveried 1974 GMC PD4108A Parlor Coach.**

THE SPRING FLING

I failed to mention earlier the MBT's website revealed the first major difference to UK bus rallies; the Spring Fling's timing was **08.00** to 16.00! Whilst keen, I was not that keen, so we instead made our way to Hershey for a 10.00 arrival.

On arrival at the museum complex, we were most impressed by the immaculate grounds and the museum building on approaching up the drive. We were also made very welcome by museum staff, bus owners and the bus memorabilia vendors – all of whom were intrigued and delighted we had made a special trip to attend the



event. Ample space for the sales stands was created by moving five buses outside for the day.

It was interesting making comparisons with UK bus rallies. There was a charge for the MBT event, a modest \$7 for non-MBT





members (a reduction from the usual \$12), but the pay desk was in the museum lobby and, with open grounds, this did not appear to be scrutinised at all; the charge probably related to museum entry.

Top: **Part of the MBT's collection is this rather fine 1959 GM TDM 4515. Donated to the museum by Lakeland Bus Lines of Dover, New Jersey, the bus featured in the movie 'Forrest Gump'.**

Left: **A variation in shapes. Angular windscreens of the 1970s urban bus contrast with the extremely curvaceous rear end of the 1947 Flxible.**

Inset left: **Several MBT buses and coaches carry an acknowledgement of their adoption by a museum member.**

Bottom and Inset: **A Greyhound 1952 GM PD 4103 awaits its next trip to Memphis! Just two years later, the Scenicruiser entered service. The latter's styling, passenger amenities and engineering advances changed the American motor coach industry for generations to come.**

Opposite page, top: **The museum annex had a very interesting selection of buses and coaches including this 1947 Flxible 29 B1-47, seen leading the pack.**

Centre: **Mike was particularly attracted to this 1947 example in the 'Conversion' (i.e. Motorhome) category as he has a preserved coach with '999K' in the registration. The body styling is clearly 1940s Americana, but just check out the rear power pack which suggests something a little more modern.**

Bottom left: **There is plenty of space at the museum annex.**

Bottom right: **An impressive number of vendors were selling a wide variety of items inside the Bus Museum's spacious and spotlessly clean interior.**



There was also a 50/50 raffle opportunity. I have regularly experienced these at American motor racing venues whereby half of the raffle takings go to the winning number and the remainder to a single beneficiary – naturally the MBT in this instance. Perhaps food for thought for UK events, although I believe raffles over here must be registered with local authorities – no doubt with a charge!

No bus rides were available at Hershey and the museum annex shuttle bus was a modern Freightliner minibus. But there was a mid-afternoon parade of all the buses and coaches.

HIGHLIGHTS

There were many highlights but talking to some of the vendors and vehicle owners was a delight. I overheard one owner say he had over 100 buses in his collection!

I was particularly intrigued by a 1974 GMC PD4108A coach painted in United States Army Military Police livery. I caught up with its owner Chuck Schroedel who, along with his partner Joanne Clarke, was turned out in full MP uniform. Chuck, from Bedford, New York, told me he acquired the coach from the Canadian Airforce and has fully restored it. Chuck has several military police vehicles which he takes to a wide range of special events.

Chuck also pointed out bus P700, a 1960 General Motors SDM 5301 (Serial #001). This was the first-built 'New Look – Fishbowl' new to Public Service Coordinated Transport, then operated by PSCT and successor Transport of New Jersey until 1976. It is owned by NJ Transit.

With 324 photos taken we reluctantly departed the event having had an absolute blast! So where to visit next? Well given that lifelong interest in Greyhound, I think the Greyhound Bus Museum in Hibbling, Minnesota, must be top of the list. I had better start saving again!





EASTERN Promise

The Eastern Transport Collection Society will next year celebrate the 50th anniversary of its founding as the Eastern Counties Omnibus Society. DAVID JUKES was invited to Norfolk to find out more.

The Eastern Transport Collection Society (ETCS) is dedicated to keeping a small selection of former Eastern Counties buses and coaches in roadworthy condition at its private restoration base near Norwich. Long-serving member and former Secretary Dick Hunt and current Vice-Chairman Daniel Peart very kindly provided a guided tour of the Society's premises and collection.

EASTERN COUNTIES OMNIBUS SOCIETY

The Eastern Counties Omnibus Society (ECOS) was formed in 1969 by employees of the Eastern Counties Omnibus Company (ECOC) interested in the Company's history and wanting to keep it alive and recorded. Meetings were held in the Conductors' Training Room at the Company's Surrey Street, Norwich, garage because the then ECOS Chairman, Fred

Elsegood, trained ECOC's conductors.

Others who were equally interested but not employed by ECOC were invited to join, including a young Dick Hunt who became a junior member: 'It was a great place to hold the meetings because the Training Room was elevated and we looked out over all the bus roofs as they were parked up ready for the next day's work.'

ECOC's final Bristol L-type, X52 (GPW 679), was at that time in the service fleet carrying a green and cream livery. It was considered for purchase by the ECOS for preservation, but this failed to materialise – instead an early Eastern Coach Works (ECW)-bodied Bristol Lodekka LD5G, LKD229 (OVF 229) of 1954, was acquired directly from ECOC in 1971.

Other matters took Dick's teenage attention a year after joining the ECOS, but he re-joined in 1978 by which time its buses were kept in the open-air on a Little Melton farm, the Lodekka having spent time at Aslacton in the meantime. Little Melton was where vehicle restoration was carried out for the next eight years as other vehicles joined the Lodekka, and for a useful side-line as Dick explains:

'During this period we used to buy old buses for spares and then resell the remains for scrap as we needed the extra funds this generated.'

'We enjoyed a good relationship with breakers Rollinson's of Barnsley, among others, and it was a good system in a way because it enabled us to restore the buses we owned.'

CHARITABLE STATUS

The Society's membership grew such that the early-1980s saw its managing committee discuss the possibility of the ECOS becoming a charity. Obtaining charitable status meant finding a new name: 'We could not use the same name as the Society,' explains Dick. 'We knew of the West of England Transport Collection in the West Country, so why not the Eastern Transport Collection in East Anglia?'

The ETCS was registered as a charity in December 1984, but the ECOS did not finish as it continued to run for a period in parallel for technical and legal reasons, essentially as the fund-raising division donating monies to the charity. The ECOS was wound up in spring 1985 and

Opposite: **ECW-bodied Bristols on Parade. Great Yarmouth VRT/SL3 No 31 with Eastern Counties Lodekka LD5G LKD229 and MW LS789 at the Society's Norfolk base.** DAVID JUKES

Right: **How it all started. The Eastern Evening News in 1969.** DICK HUNT COLLECTION

Below: **LL718 at Lt Melton during April 1982 having a bit of work carried out.** DICK HUNT

Below right: **Former ECOC LKH317 (MAH 317), a 1952 ECW-bodied Bristol KSW5G, was one of many vehicles acquired for spares. It had no transmission or engine but provided useful parts including radiator, bonnet assembly and windows. It was acquired from Belstead Special School near Ipswich in July 1981 after use as a static playbus.** DICK HUNT

its members and assets transferred to the ETCS charity.

Far more recently in 2017, it was recognised the ETCS should move on from management by committee to the appointment of a nine-strong Board of Trustees – Chairman, Vice-Chairman, Secretary, Treasurer, ‘Terminus’ Editors (a shared responsibility) and three untitled posts, one of which has responsibility for overseeing the Society’s fleet.

COVERED ACCOMMODATION

The ETCS membership had long recognised keeping and working on buses outside was far from ideal and sought undercover storage. Mick Betterton learnt of the Society’s current base which, after investigation, was occupied during October 1986: ‘Until then we had buses

An Omnibus Society

A GROUP of Norwich busmen have formed an Eastern Counties Omnibus Society with the object of bringing together all those who have an interest in bus transport old and new.

Mr. F. C. Elsegood, of 32, Bowthorpe Road, Norwich, who is the chairman of the society, tells me that it is hoped to organise talks by the heads of departments, collect fare tables, timetables, or equipment of bygone days.

It is also intended to arrange visits to other depots, transport museums, coachworks, and motor shows. The first took place last Sunday and was to the East Anglian Transport Museum at Carlton Colville.

Past and present

Membership is open to anyone interested in the project as well as to E.C.O.C. employees past and present.

I hope that this obvious love for their job as shown by the organisers is well supported. There is a wide field for action in the present as well as in the past.

So far as Norwich is concerned it will be a good thing if they can set down some of the local bus history which I have seen referred to in print in bits and pieces, but never as a coherent whole. The “yellow perils” and the days when buses followed one another round the city cutting the fares one against the other ought to be properly recorded.

all over the place, trying to keep them under cover,’ recalls Dick.

‘Little Melton was still our main base, but we kept three vehicles in Cromer – one in the ECOC garage and two in the former railway engine shed, which was not ideal.’

The ETCS is currently established in several barns with dedicated areas set aside for workshops and storage, although its own vehicles are generally kept separately from those owned by Society members.

There is also a small museum dedicated to the late Tony Powell which contains an interesting selection of ECOC, ECOS and ETCS artefacts collected by members over several years.

MEMBERSHIP

The ETCS has had its ups and downs over the years but is keenly looking forwards: ‘I think it happens to every society,’ considers Dick. ‘You have spells where a lot of people are enthusiastic, then you have a dip because other things are happening. People cannot always do things, or they drift away for one reason or another.’

‘The thing so many forget is they get wrapped up in their interest – buses, railways or whatever else – but at the end of the day all these groups are built around one thing: that is people,’ he

continues. ‘The interest does not matter; if you have not got the people, you are not going to be able to do it.’

The ETCS is on the up with a membership total of 120 in 2018, a steady rise being evident over the past two years, but recognising it needs to get more young people involved: ‘I am the youngest member,’ says Daniel Peart. ‘And almost the only one, although that does not necessarily bother me as I have always got on with people of a wide variety of ages. We do have a couple of members within their 30s, but younger people these days tend to be interested in other things.’

‘We have a Facebook account as that is more of interest to younger people, and have built up a large following,’ he adds. ‘It is an effective way to show what we are doing more immediately than we can through our bi-monthly “Terminus” magazine.’

‘I always post what we have done during our working days – there are usually five or six of us here every Saturday, and sometimes we can amass around ten.’

THE ETCS FLEET

The Society currently owns six vehicles, all operated at some time during their operating lives by Eastern Counties – five from new. Other vehicles have been owned in the past: ‘We had a number of buses requiring work, including a former Ribble via Eastern Counties Bristol VRT and an ex-Eastern Counties Bristol Lodekka FL,’ states Daniel. ‘The Lodekka was a playbus conversion and needed a “let’s strip it down to its frame and rebuild from there” restoration, which even now we could not fund. The difficult decision was made to pass both these vehicles to another charity and give them a future we could not provide.’





Left: **The Society's small museum is dedicated to the late Tony Powell and contains an interesting selection of ECOC, ECOS and ETCS artefacts.**

Below: **On display at Showbus 2007 are the Society's former Eastern Counties Bristol Lodekka OVF 229 and Bristol LL KNG 718. Completing the ex-ECOC line-up is the Lincolnshire Vintage Vehicle Society's LKH133 (HPW 133), a 1949 ECW-bodied Bristol K5G.**

Both: DAVID JUKES

here about two years ago and started to get more hands-on with the KSW last summer,' says Daniel.

'We have slowly learnt why the first restoration team may have backed away as it is a very long-term project. A lot of structural work was carried out, but we, along with Mick Betterton, Keith Dickerson and other members, have since replaced rotten floor and bulkhead timbers.

'We are nearly at the point of being able to put things back – we are planning to completely restore the upper-deck then remove the staircase for off-site refabricating work, as we cannot do this ourselves. We will then start reassembling the lower-

saloon while the staircase is away.'

The vehicle's Gardner 5LW engine is currently being rebuilt off-site while its refurbished gearbox and clutch assemblies await refitting at a future date. Seating was retrimmed pre-2007 using moquette acquired from Eastern National at Chelmsford, while the pluted-aluminium bulkhead trim is being cleaned with wire wool to remove previously-applied silver paint – the Society hope LKH341 will be completed within the next two to three years.

The oldest vehicle in the Society's collection is former ECOC **LL718 (KNG 718)**, a 1950 ECW-bodied Bristol LL5G. It was sold out of service in 1967 to Anglian Building Products of Lenwade for staff transport, passing to Viv Carter for restoration in 1975. Covered storage was found in Ipswich with assistance from his employer, and the bus gained an MOT.

Two years later the storage building was to be demolished and this, coupled with the difficulties of solely funding a vehicle, forced its sale. A deal was agreed with ECOS Treasurer Bernard Watkins and the Bristol passed to ECOS in early-1977.

The bus has regularly represented both Societies at events across eastern England since its initial restoration but has more recently been taken off the road: 'Essentially it needs re-restoring,' explains Daniel. 'The engine and gearbox are fine – the bus drives and looks well and is looked after. The interior is complete and does not require any work, but the windows

do require re-rubbing, panels need replacing and the wood framework requires attention as rot is apparent, the extent of which is not yet known.

'It became apparent when folding down the rear destination blind box to fit a replacement blind. When we came to reunite the destination box with the body, we discovered the entire rear roof structure had moved out of line. We need to remove a panel or two, but nothing more for now in case we must move the bus elsewhere.'

Next in line is ex-ECOC **LKH341 (NAH 941)**, a 1952 highbridge ECW-bodied Bristol KSW5G which spent most of its Company service based at Norwich and is the sole-surviving Eastern Counties KSW. It passed to Howard Rotavators Ltd via dealer Ben Jordan in 1971, passing to a small group of ECOS members in July 1976 for preservation, later passing into the Society's collection.

Its restoration has been lengthy and paused around 2007 for a period: 'Syd Eade, Richard Alger and I, as co-owners of Lowestoft No 12, became involved



Top: **Undergoing restoration at the ETCS restoration base is LKH341 (NAH 941), the sole-surviving Eastern Counties Bristol KSW5G. Alongside is an engine-less Bristol RESL6G RS658 (KVF 658E); its Gardner 6HLW unit is currently being rebuilt.**

Lower left: **The restoration of LKH341's upper-deck is currently ongoing; there remains plenty to keep its restoration team busy.**

Lower right: **Components from RS658's Gardner 6HLW engine are carefully laid out during its rebuild. A full-size exploded diagram.**

Bottom left: **The driver's cab of RS658, complete with gear-lever for its manual 'box.**

Bottom right: **ECW-bodied Bristol RESL6G RS658 (KVF 658E) is believed to be the sole-surviving preserved RE with a manual gearbox. It was one of 15 acquired by ECOC in 1967 and is preserved in its later National Bus Company poppy red livery, as seen at Showbus 2011. All: DAVID JUKES**



The Society's flagship vehicle is former ECOC LKD229 (OVF 229), a 1954 ECW-bodied Bristol Lodekka LD5G which was numerically the Company's third example and is now the third-oldest surviving Lodekka.

'We have run 229 almost continually since 1971,' says Dick. 'It was overhauled by the Society for the first time in 1978/9 and we used to take it to events all over the country. Other work was carried out during the 1980s including a platform rebuild.

'It has a good interior, all re-trimmed a few years ago, but some areas now

require tidying up as does some of the exterior. This is being attended to by the restoration team as time permits.'

The Lodekka can be used but the Society prefers not to before a replacement gearbox, sourced and kindly donated by Viv Carter, is fitted.

The other currently active member of the Society's fleet is ex-ECOC LS789 (5789 AH), the 1959 ECW-bodied Bristol MW5G coach featured earlier in this issue.

The newest single-decker, 1967 ECW-bodied Bristol RESL6G RS658

(KVF 658E), was acquired directly from Eastern Counties for preservation by the ECOS in 1982. It is believed to be the sole-surviving preserved RE with a manual gearbox, driving which we are reliably informed is a little awkward owing to the proximity of gear lever and closed driver's door, not to mention the distance between driver and engine.

The RE – restored to National Bus Company poppy red livery – is currently off the road: 'It had a long-running issue with an engine oil leak,' explains Daniel. 'We tried various methods to solve it but,





in the end, decided to take the engine out and sort it properly.

'We also took out much of the rear floor, hatches and seating to ease dropping the engine, which is now being rebuilt by Mick Betterton and Keith Dickerson with many parts away for specialist repair,' he continues. 'The bus is very nice inside, but we will take this opportunity to do a bit of tidying before it goes back on the road.'

The Society's newest vehicle was not operated from new by ECOC. Former **Great Yarmouth No 31 (CVF 31T)**, a 1978 ECW-bodied Bristol VRT/SL3/6LXB, was acquired by ECOC with Great Yarmouth Transport operations in 1996 and has been owned by the ETCS since 2010.

'We were thinking of offering 31 for continued preservation elsewhere,' recalls Daniel, 'but the decision was made to retain it. It was considered having a more modern vehicle may attract some younger blood, and it is also something different as a municipal ECW-bodied bus.'

'It is very original and complete inside, but a lot of work needs to be done. It will probably sit for another ten years but will eventually look smashing in Great Yarmouth livery.'

'There is always plenty to do,' concludes Daniel. 'We are working on 341 and have 658's engine and 229's gearbox to address before the excitement of removing a panel or two from 718 to see what lies beneath.'

And then there is 789's interior...

'We have still to fully sort our stores but most usefully found many items thought lost or needed which will assist present and future maintenance and restorations.'

FURTHER INFORMATION

The ETCS may be contacted through its Facebook page: [facebook.com/EasternTransportCollectionSociety](https://www.facebook.com/EasternTransportCollectionSociety) or by contacting its Secretary, Syd Eade, at pakefieldcranks@gmail.com. Membership is £30 per annum from 1 May (£25 for over-60s and £20 for under-18s) with reduced rates for those joining throughout the year. Informal monthly meetings are held in Norwich, while members are very welcome to assist with the many tasks needed to restore, maintain and operate the Society's vehicles. Visitors in groups or singularly are also welcome to visit by prior arrangement with Syd Eade.

Our thanks to Mick Betterton, Dick Hunt and Daniel Peart for their kind assistance and hospitality.

Top left: **The Bristol Lodekka's lower-deck floor was applied directly to the chassis frame and resulted in increased wheelarch protrusion, initially accommodated by luggage shelves positioned between the rear-most transverse seats and the side-facing benches – demonstrated here by LKD229.**

Top centre: **LKD229's upper saloon is immaculately restored to its original specification and finishes.**

Top right: **The upper-deck of CVF 31T retains its original Great Yarmouth-specified moquette on all but the rear bench. It is a rare surviving example of a municipal-owned ECW-bodied bus.**

Left: **Bristol Lodekka LD5G LKD229 on home ground at Carlton Colville in May 2014 – its Eastern Coach Works bodywork was built in nearby Lowestoft. The rear platform is enclosed using manually-operated two-section folding doors necessitating the rear-mounted emergency exit door and distinctive two window arrangement. All: DAVID JUKES**



EASTERN COUNTIES

A selection of poppy red Bristols (and a Bedford!) with which to reminisce.



As was the case with other former THC operators, Eastern Counties coaches were downgraded to dual-purpose standard when they were no longer appropriate for frontline coaching duties. LS811 (3811 PW), a 1962 Bristol MW6G has to this end been fitted with a front destination box, but has, unlike many, retained its coach seats.

Bristol Lodekkas were a common sight in the eastern counties. Here at Waterbeach in April 1982 we see 1966 Bristol FLF6G FLF449 (HPW 449D). This bus was still extant in 2017. Both: PRESBUS ARCHIVE





Above left: A number of THC fleets took Bedford saloons in the late 1960s. New in 1967, SB663 (NAH 663F) was a VAM14. The saloon is seen laying over in Great Yarmouth bus station.

Above: A couple of years on saw the emergence of the Bristol LH to fill the slot previously occupied by the Bedfords. This is 1969 Perkins-engined LH6P LH698 (VAH 698H).

Left Eastern Counties received several former Scottish Bristol VRTs in exchange for Bristol FLFs which were preferred north of the border to the 'dreaded' VR. New in 1969, former Western SMT VRT/SL 2249 (OCS 579H) is seen in Great Yarmouth as Eastern Counties VR307.

Below: Bristol VRT/SL2 VR384 (YAH 384J), new in 1970, passed to Cambus upon division of the Eastern Counties empire prior to privatisation. All: PRESBUS ARCHIVE





Top and right: **With its locally built bodywork, the VRT continued to proliferate in the East as witnessed by 1977 VRT/SL3s VR193 (TEX 403R) and VR199 (WPW 199S).** PRESBUS ARCHIVE

Below: **Seen here in an attractive reversed-style livery, VR303 (VEX 303X) was delivered in 1981 to United Counties as its 976 (VVV 976W) but was sold before use. Later owners included Cambus and NIBS.** PRESBUS ARCHIVE/ ROBERT EDWORTHY



RETURN TO DEREGULATED OTLEY

Former West Yorkshire Road Car Company PUM 149W, a 1980 Bristol VRT/SL3, has recently returned to action as described by restorer ASHLEY BLACKMAN and owner SIMON WILES.

The West Yorkshire Road Car Company acquired 171 new Eastern Coach Works (ECW)-bodied Bristol VRTs between 1969 and 1981, plus more second-hand examples in 1987 (two) and 1989 (five). No fewer than 103 of the new VRTs were of the Series 3 variety, as was one of the pre-owned buses.

No 1746 (PUM 149W), a 1980 VRT/SL3 illustrated in last month's *BE&CP*, was purchased by Simon Wiles from Yorkshire-based preservationist Neil Halliday. Simon, a native Yorkshireman hailing from Otley, has fond memories of these buses operating around Otley in the deregulated-era West Yorkshire livery of Tilling Red and cream: 'I always wanted a West Yorkshire Road Car VRT and did not think I would have the chance to get one, so I snapped 1746 up when offered it by Neil. They were operating around the time I was growing up, so I remember them well. I like the ECW bodywork and the Gardner engine's sound.'

No 1746 was inherited

by Yorkshire Rider and operated in York for several years, after which it was sold privately, passing to a group, then to Neil Halliday. Simon purchased a Yorkshire Rider-liveried No 1746 with its lower-deck devoid of seats and full of bric-a-brac; all the required seating was stored upstairs. The bus had been off the road and out of action for about 17 years, so it was of no surprise to him the interior was disorganised.

TENDER LOVING CARE

No 1746 needed some attention. This included replacement lower-deck exterior panels and beading, new window rubbers and lighting. The rear brakes were stuck on and there were various air leaks.

Both rear brake chambers were seized, and the rear shoes stuck solid onto the mounting pins. An air leak was repaired, then another was found; this seemed to be a repeating process until finally the VRT held air and was drivable.

All the water hose clips were rusted away but the hoses themselves were in excellent condition. Generally, its condition underneath was very good.

ELECTRICAL WORK

There were a few electrical jobs on this vehicle to deal with throughout the restoration process. Much was straight forward, such as replacing light fittings front, side and back. This involved cutting wires and stripping insulation to connect wires with connectors – this was made quite simple as the wiring was colour-coded. A case of matching wire to wire.

Another fault was a non-working brake light which was not a blown bulb, so more investigation was needed. Anyone who has worked on a Bristol VRT, or owns one, has maybe come across the rear junction box located under the rearmost lower-deck seat. This may have been tampered with over the years with many different wire joins and colours making it hard to work from an original diagram.

With a good test light, find yourself a good earth to join on to and trace the positive wire – in this case the brake light wiring. Ideally find the brake light wire with someone in the cab pressing the brake pedal. Make sure it is the right wire by depressing the pedal; if the test light bleeps and lights in conjunction, that is your wire.

This is good news as you have your live feed towards the rear of the vehicle, it could be worse should you be looking for it further down the line. In this case I was lucky as it turned out to be a bad connection.

Apart from a few bad connections and blown bulbs, the electrics were in very good condition for a bus laid up for several years.

FINISHING TOUCHES

No 1746 gained its first MOT certificate in 17 years with a straight pass and was treated to an authentic brush paint as stipulated by Simon: 'There are other West Yorkshire VRTs preserved in National Bus Company livery, so I instead opted for deregulation livery to

Left: **Ashley Blackman (left) with 1746's proud owner Simon Wiles. MOT passed and ready to roll!** ASHLEY BLACKMAN

Opposite page, top left: **No 1746 towards the restoration's start. Panels removed and paint still to be stripped.** JULIAN HALSTEAD

Top right: **West Yorkshire-fanatic Simon wanted every trace of Yorkshire Rider green removed...** ASHLEY BLACKMAN





Below, main picture: **A little restoration work was necessary inside: new Treadmaster flooring was fitted towards the rear and the side seats repaired. The bus needed a good deep clean after being off the road for over 15 years.**

Below, upper: **West Yorkshire deregulation lettering signwritten onto the fresh brush paintwork.**

Bottom: **This view shows off the gorgeous ECW bodywork against the backdrop of a big Yorkshire sky (we do have sun up North!)**

All: ASHLEY BLACKMAN



be different,' explains Simon. 'I was thinking of having the bus spray-painted but learnt West Yorkshire Road Car brush-painted its buses right up until the end. I saw Ashley's finish on Southern Vectis NDL 652R and decided his brush painting 1746 would be more authentic.'

'The headlight surrounds have been re-chromed,' he adds. 'I was a bit sceptical at first, but after seeing the result on a freshly painted bus, I would recommend that to everyone.'

'I also bought new surrounds for the back, front, and indicator lights because the old ones showed up against the new paintwork; again, I recommend sourcing new light clusters.'

OTHER ADVICE

Simon also offers advice to anyone thinking of buying their first restoration project: 'There is no deadline to restoring a vehicle; you buy it and then restore it when you have the funds.'

'There is nothing to say you must get it restored straight away,' he adds. 'Just make sure the vehicle is mechanically sound before you get started, and do not go overboard on cosmetics when you cannot actually drive the bus because it needs mechanical work.'

'Do get handrails and grilles powder-coated because the end results are worth it. And whatever you think you are going to spend, be prepared to pay more because, as the restoration progresses, you may need to get more things done than initially thought.'

Simon is delighted with the finished restoration which is beyond his initial expectations. No 1746 will be taken to events in and around the Yorkshire area, and is likely to appear on some of its former routes.



Marking 140 Years of service by Nottingham City Transport at a special FREE Open Day on Sunday September 23rd 2018

Bus rides, Fundraising Stalls, Tombola, Recruitment & refreshments

**Nottingham Heritage Vehicles Charity. The Heritage Bus Depot.
Portland Road, Hucknall, Notts NG15 7SF 10am - 4pm**



Celebrate this milestone by joining us in a day of pure nostalgia. Many of our Nottingham Vehicles will be giving free runs around the locality. Others can be viewed, either undergoing restoration or in our store area awaiting their turn.

Delve into one of the UK's largest photography collections - available to purchase, helping to support the charity in its fundraising activities. With so much going on there is something for all. Perhaps sample a vintage bus ride to one of the local pubs for Sunday lunch before returning to browse our fundraising shop and project displays.

Come along and see what we are all about, learn about our aims, our projects and maybe even join the team as a volunteer or supporter

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DOORS OPEN DAY **2018**

WITH VINTAGE RUNNING DAY

Saturday 29th September 2018



DOORS OPEN DAY

1200 - 1600

Central Garage, Annandale Street

FREE entry

Pop along to Lothian's **Doors Open Day** for a fun-filled family outing. See displays of new and vintage buses, take a trip through the bus wash and much more!

VINTAGE RUNNING DAY

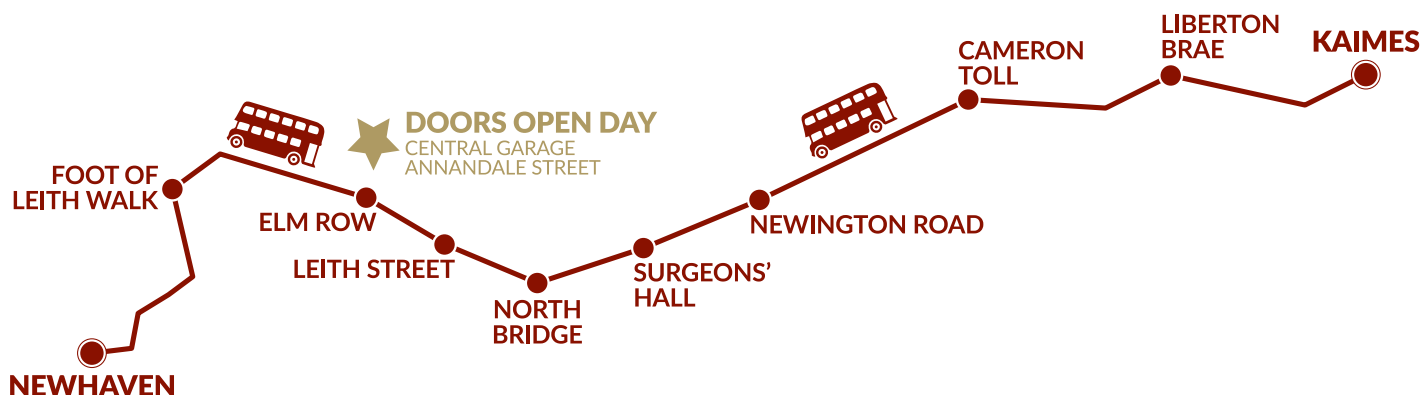
0900 - 1800

Between Newhaven and Kaimes

Standard fares apply

Lothian will once again be operating some of our extensive fleet of vintage buses as part of **Doors Open Day**.

These buses run frequently throughout the day along part of the Service 7 route and stop close to the event so you can jump off and join in the fun!



We look forward to seeing you!

Oxford Diecast has produced several bus operator support vehicles in 7mm, 4mm and 2mm scales, as defined by NIGEL APPLEFORD.

Bus operator support vehicles come in all shapes and sizes depending on their intended use, and typically range from an Inspector's car, small van, or – in the past case of Southern Vectis – motorcycle, to large multi-axle vehicle recovery units. Support vehicles would be used for roadside breakdowns, publicity, bus stop or building maintenance, luggage carrying, bus crew transfers, mobile or festival booking offices, stores delivery, fuel delivery and much more.

Some are redundant bus conversions, although many are adapted from standard manufacturers' products. The days of operators having vehicles for in-house recovery have ceased in the main owing to cost, the complexity of modern buses and coaches, and current health & safety policies – many operators now call upon commercial recovery specialists. Oxford Diecast does produce models of large recovery vehicles in 4mm scale, but these fall outside this article's scope.



THE MODELS

Oxford Diecast has developed an amazing range of quality models over the last ten years or more and with various themed

ranges such as Oxford Omnibus, Oxford Commercials and Military, it was only a matter of time before models of support vehicles appeared in bus operator liveries. Some are unique, but many are from the general ranges with several of its 4mm models also produced in smaller (2mm) or larger (7mm) scales.

The models are generally diecast with some plastic fittings and are held together by screws from plastic baseplates. Glazing is present throughout the Oxford range and is commendably flush in most cases. A few models feature mirrors (particularly the latest ones) and all carry appropriate registration plates. Windscreen wipers are either moulded and painted or tampo-printed depending on the model. The standard of finish is generally extremely



FLEETLIST

OXFORD DIECAST 4mm 1:76 Scale

Ref	Identity	Released
76AEC012	AEC Matador Wrecker: Devon General RV1 (192 TT*)	October 2012
76AEC013	AEC Matador Wrecker: Bradford 018 (065 AK*)	May 2013
76AEC014	AEC Matador Wrecker: Southdown 0826 (JNG 641/340 PX*)	February 2013
76AEC015	AEC Matador Wrecker: East Kent 116 FN*	April 2013
76AK015	Austin K8 Van: Midland Red 2 (NHA 935)	June 2012
76ANG031	Ford Anglia Van: London Transport MLC 710D	-
76ANG032	Ford Anglia Van: Southdown 789 (YAS 522)	-
76ANG040	Ford Anglia Van: East Kent 9646 FN	-
76BD003	Bedford OW: Luton United Auto (Express Parcel Delivery) GHN 697	-
76BMC004	BMC Booking Office: Harris Coaches of Bromsgrove BMC 25	-
76CMP003	CMP LAA Tractor: Royal Blue JUO 54	January 2014
76CMP007	CMP LAA Tractor: Southdown 0827 (097 BP*)	March 2015
76COR005	Ford Cortina Saloon Car: London Transport JLA 82D	-
76FDE008	Ford 400E Van: Southdown V63 (8063 CD)	-
76FDE014	Ford 400E Van: Maidstone & District 164 SKE	-
76FT009	Ford Transit Mk V High-top LWB: Bus Eireann V24 (11-D-35215)	May 2013
76LANI109003	Land Rover 109" Series I: Midland Red 2 (350 FHA)	-
76LANI88005	Land Rover 88" Series I: Bradford SXF 820	-
76LAN2018	Land Rover Series II LWB Canvas: Southdown	3rd quarter 2018
76MJ008	Morris J Van: Southdown V24 (RUF 324)	September 2014
76MJ009	Morris J Van: Devon General V14 (MTT 393)	November 2014
76MM021	Morris Minor Van: Southdown 46 (PYV 303F)	-
76MV028	Austin Mini Van: Southdown 102 (YVT 251H)	-
76TR014	Mobile Trailer: Southdown (Booking Office)	-

OXFORD DIECAST 7mm 1:43 Scale

43ANG031	Ford Anglia Van: Southdown 782 (YAS 522)	-
43ANG032	Ford Anglia Van: London Transport MLC 710D	-
43FDE006	Ford 400E Minibus: London Transport 1164F (386 AUU)	April 2012
43FDE008	Ford 400E Van: Southdown V63 (8063 CD)	January 2013
43LANI109003	Land Rover 109" Series I: Midland Red 2 (350 FHA)	-
43MM021	Morris Minor Van: Southdown 46 (PYV 303F)	-
43MV028	Morris Mini Van: Southdown 102 (YVT 251H)	July 2008

OXFORD DIECAST 2mm 1:148 Scale

NAEC014	AEC Matador Wrecker: Southdown 0826 (JNG 641/340 PX*)	-
NCMP007	CMP LAA Tractor: Southdown 0827 (097 BP*)	-
NFDE008	Ford 400E Van: Southdown	3rd quarter 2018

* Trade plate

Opposite page, top: The AEC Matador was a useful and popular recovery vehicle. It was readily available as MoD surplus with many re-bodied by operators using parts of contemporary coach and bus bodies. Oxford's model retains the original AEC cab with a simple drop-side body and very well-detailed crane as shown by the Bradford and East Kent examples.

Centre: Two other Matador releases are Southdown and Devon General vehicles; the former owned a Matador with this number but with slightly different bodywork. The Devon General model has a simple platform with crane and toolbox, although does have a cab roof-mounted spotlight.

Bottom: The sole bus operator Austin K8 'Three-way' van produced to date is this model of Midland Red NHA 935, allocated to the Bearwood main works. Although a nice model, the Pocketbond 'Classix' model of this van has, in my opinion, a superior windscreen area.

This page, top to bottom: Oxford has produced at least 40 examples of the humble Ford Anglia, including these in Southdown and East Kent liveries. I do not believe the Southdown model to be accurate with the registration YAS 522, but the East Kent Publicity Department example is more plausible.

An unusual model is this 1959 Marshall-bodied and Pininfarina-styled BMC mobile booking office in Harris Coaches of Bromsgrove livery. BMC 25 was the first of several BMC 5-ton-based mobile service schools built to train its dealers' mechanics to maintain the then-newly introduced Mini. It later passed to Birmingham University then Harris Coaches, which converted it to the form modelled. The vehicle is now preserved as a BMC factory racing car transporter.

The supply of new vehicles was restricted in the early post-war years, although several 'demobbed' vans and lorries were available such as these Ford LAA tractors in Southdown and Royal Blue liveries. Southdown did, I believe, have such a vehicle but I have not seen any pictures of service vehicles in Royal Blue livery – although it does look very good.

Oxford continues to develop its N gauge (2mm) range. The AEC Matador breakdown vehicle and Ford LAA have so far appeared in Southdown livery, with a Ford 400E van – also in Southdown livery – due imminently. The models are very good when considering their size, but the Matador's crane is not quite so good in comparison to the 4mm equivalent.

The Ford 400E has proved popular and will appear in all three scales. This 7mm scale pair represent a London Transport minibus (1164F, 386 AUU) and a Southdown van (V63, 8063 CD), both of which I believe to be authentic. Exterior mirrors are only provided in this scale.





good, and all models come in clear plastic-topped cases with black bases and card sleeves; models are secured to the bases by (very small) Phillips screws.

Do please note the information within the accompanying table is incomplete as some details are difficult to find or unable to be confirmed. Oxford does not generally produce its models as limited editions, but supplies do run out and, according to demand, may be restocked later. Prices have gradually risen – as have those of all diecast models – but remain very competitive. A search at model railway exhibitions, swap meets and/or bus rallies may find older stock.

Top left: The only car-based model so far is this 4mm scale Ford Cortina Mk.I, JLA 82D, in London Transport livery as used by radio control inspectors. It even features a Cortina badge on the boot lid!

Top right: A newer and currently quite common service vehicle is the Ford Transit, which first arrived on Britain's roads in 1965. The penultimate style is represented by a model of Bus Eireann V24 (11-D-35215), a 2011 vehicle. This is a long-wheelbase high-top Transit, but surprisingly the only bus operator example so far.

The 4mm scale 400E van has been produced in Southdown and Maidstone & District liveries; the other 400E vans in Oxford's range are not of bus operator interest. Again, this is a very handsome model.

It is surprising only two 4mm scale bus operator Land Rovers have been produced, although the Midland Red example has also been released in 7mm scale. The Bradford model, complete with amber rotating beacon, is an 88" wheelbase ex-Civil Defence Series I while the soft-top Midland Red 109" wheelbase Series I was presumably purchased new and allocated to Hereford garage.

The iconic Morris J Van has also only had two bus operator outings in 4mm scale. Southdown was an obvious choice and Devon General less so, but it is a very attractive livery. I must admit I consider this is an unusually disappointing model; the Pocketbond 'Classix' 1:76 J Type (also with a Southdown model in its range) looks more like the real van, particularly around the front.

Finally, a pair of 4mm scale Southdown 'Fleet Support' vans which I believe to be spurious as registrations and fleet numbering are not recognised. The Mini Van's grille, although very small, is the wrong shape and the Minor's amber rotating beacons are somewhat overscale. Paint quality on the Mini is also poor for Oxford's usual standards.

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107 NOTTINGHAM ROAD, DERBY, 01332 343943 - MODEL RAILWAYS - MODEL BUSES - MODELS CARS - MODEL TRUCKS

A magnificent scrapyard, a wedding surprise and some Northampton humour. And you will never guess the identity of Hampshire's longest serving bus! NICK LARKIN reports.



DOUBLE TWELVE RTL

The London Bus Museum's former London Transport RT139 definitely looks off route in this picture, although thankfully not heading for the chequered flag. It was providing transport to neighbouring Mercedes Benz World during Brooklands Museum's recent Double Twelve event.

HUNT'S MEMORIES

It's now 20 years since the legendary Hunt's of Molesworth scrapyard, mentioned in the various Northampton features within this issue, finally gave up the ghost.

Here was a once incredible place where, in and around wartime hangars with eerie flapping panels and guarded by attack-mode geese, some incredible vehicles, including buses, mouldered away. Many were kept undercover, in what was obviously excellent storage, while others resided outside.

Vehicles included several Northampton Crossleys, which still had tickets on their floors,

a Mansfield District AEC Regent retaining its paper side adverts, and several Leyland Titan PDs from Notts & Derby and Lytham St Annes.

Several vehicles were

rescued but so many were not, though undeniably they were massive projects.

Joe Hunt was one of those characters that do not exist nowadays and, treated fairly,

would be very helpful. We all know about health and safety, and all those other considerations but it does seem sad that younger bus enthusiasts will never see places like this.



Clockwise from top left:

An incredible survivor, still with paper adverts intact, was this 1947 Weymann-bodied AEC Regent II new to Mansfield District. It was saved for preservation.

You could not have saved the coach but look at the radiator and other useful spares!

Joe Hunt apparently took a batch of Northampton Crossleys thinking they were Daimlers. We are glad he did!

This wartime utility Guy Arab was later saved for preservation by the Ribble Vehicle Preservation Trust.

Glorious period adverts abounded. All: NICK LARKIN



NORTHAMPTON WIT

Given Northampton Transport's oh so traditional fleet and high dedication to public service, you would think there would be little room for humour in the busy post-war period.

But instead of issuing terse warning notices warning of the consequences of jumping off the bus early and other such misdemeanours, General Manager John F Cameron commissioned some superb

cartoon artwork to get the point across.

We could not resist sharing a couple from the Northampton Transport Heritage collection, owners of Daimler CVG6 JVV 267G featured elsewhere in this issue, to which we are most grateful. Sadly, we could not discover who produced the artwork.

We have also included three archive pictures from



this period; what an asset to the town the municipal buses obviously were. Have you

ever seen a picture of a tatty Northampton bus – well, outside the scrapyards?



Top, left to right: **Go ahead and jump!**

No headroom issues either!

It may not be wildly humorous, but we had to include this!

Upper left: **Seen outside St James depot is Northampton Transport No 106 (VV 8202), a 1939 Roe-bodied Daimler COG5 which was sold to London dealer, Groves, in March 1961.**

Upper right: **Here's an image bristling with 1950s detail. Northampton Transport No 139 (VV 9139), a 1946 Duple-bodied Daimler COG/Duple VV 9139, is seen at Mercers Row. Both: ROBERT F MACK**



Left: **Two of Northampton's fine Crossleys are pictured in the form of 1946-built Nos 143 and 146. Several survived until the late-1990s at Hunt's of Molesworth including VV 9146, saved by the late Norman Myers and beautifully restored by John Jackson and Tony Melia. T W MOORE**

WEDDING COINCIDENCE

I recently attended the wedding of my very good friends Erika and Brian at Kendal in Cumbria.

As we were just entering the building, what should come past on a wedding hire duty? None other than Stagecoach Cumbria & North Lancashire's former London Transport AEC/Park Royal Routemaster RML2657 – one of a pair based locally.

'Just an extra little surprise I arranged,' I was tempted to announce breezily! Heartiest congratulations and thanks to the new Mr and Mrs Lucken.



Picture: NICK LARKIN



Left: **The late Edward Douglas-Scott-Montagu, The Third Baron Montagu of Beaulieu, looking dapper with the bus when new.**
NATIONAL MOTOR MUSEUM

Below: **Celebrating 45 years' service at Beaulieu.**
NATIONAL MOTOR MUSEUM



HAMPSHIRE SURVIVOR

I bet you never guessed this was Hampshire's longest serving bus still in everyday use?

A replica London General Omnibus Company B-Type has been ferrying visitors between the National Motor Museum at Beaulieu and the nearby Palace House since 1973. Beneath the replica bodywork, built by SJ Mitchell of Biggleswade, lurks a Ford D-series chassis and mechanics.

Also being celebrated this year is the 40th anniversary of a major film appearance by the bus when it starred in the 1978 film adaptation of John Buchan's novel *The 39 Steps* alongside Robert Powell, John Mills and David Warner.

Right: **OHO 2L pictured in London.**
NATIONAL MOTOR MUSEUM



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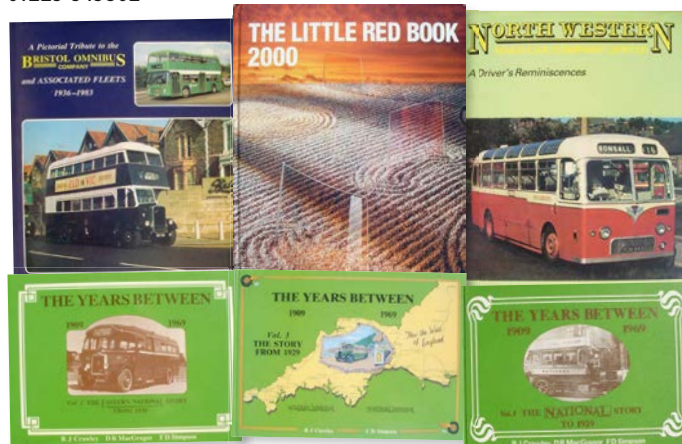
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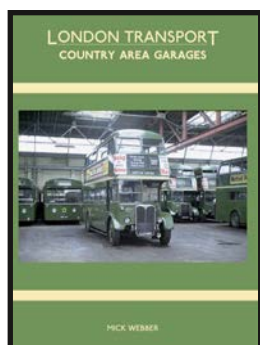
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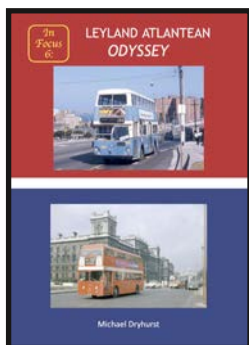
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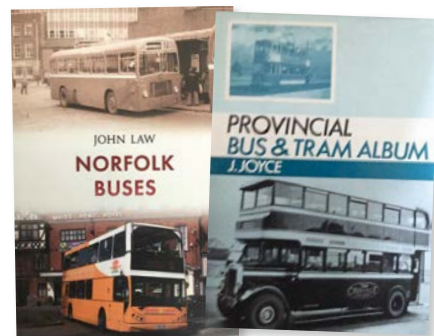
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LOTS (London Omnibus Traction Society) monthly magazines August 1979-December 1988/January 1993 to current. Collect from Hertford. Offers - Graham 07973 272659 or email chickenmax1@ntlworld.com

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Offers are welcome for the following publications and books. LOTS TLB No 389 Jan 1997 to present day. Classic Bus No 1 to present day all in binders. RT The Story of a London Bus by Capital. The STLS by Capital. London Bus Garages since 1948 Ian Allan. Call Derek 01322224240 or Derek.higgs28@gmail.com

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Observation coaches & Half-deckers. Author seeks photographs of British-built observation coaches, including Whitson (as immortalized by Dinky Toys), Park Royal-bodied Commandos, and pre-war examples by Beadle, London Lorries, etc. Also seeking photographs of Crellin-Duplex half-deckers as built by Lincs Trailer and Mann Egerton 1949-53. With original or subsequent owners and non-PSV. Free copy of completed book for contributors of two or more published images. Neville Mercer, 16 Cheviot Close, Astley Bridge, BOLTON BL1 7BW. Tel: 07434 066838, E-mail neville.mercer@googlemail.com

Colour views of either of the following batch of Rawtenstall Corporation 1947 Alexander bodied Leyland PDIA buses - 38-40 Reg No's GTD 501-503, to complete my collection of having a colour view of each batch of Rawtenstall's postwar vehicles. I would also like any views of them after withdrawal in 1964 with MacKenzie & Partners building contractors in the Glasgow area. Also any views of Rawtenstall vehicles with showmen or building contractors. Please contact Gordon Young, 4 Higher Change Villas Bacup Lancashire OL13 9UB. email fte630b@yahoo.co.uk

Colour slides/photos of Ex Bournemouth (yellow bus) with other owners NPSV write to Arthur Day 29 Clarence Park Road Bournemouth BH7 6LF.

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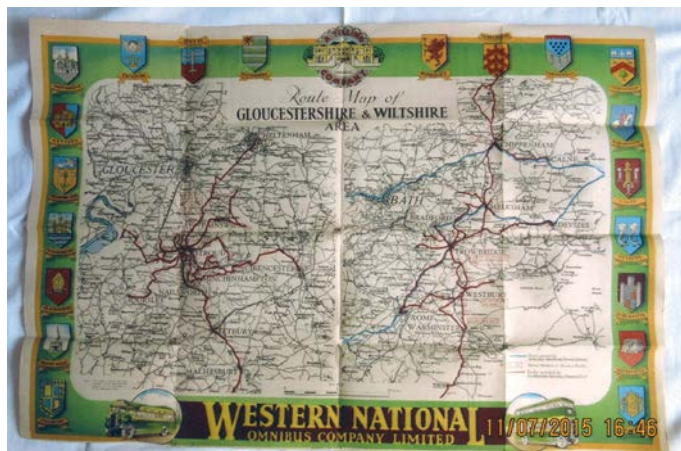


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Western National Omnibus Co Ltd Gloucester & Wiltshire bus route map 1950/60 Call Dave 07968 659967 £25

EVENTS

EVENT ORGANISERS: Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail presbuses2@btinternet.com or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

FRIDAY-SUNDAY 3-5 AUGUST

Gloucestershire Vintage & Country Extravaganza. South Cerney Airfield near Cirencester, Glos. Caters for all vintage vehicle enthusiasts. Includes large bus & coach section. Free rides around site. Bedford OB Get-together – OB, OWB and WTB owners especially welcome. Free connecting buses from Kemble Railway Station and Cirencester Town Centre. Details: www.glosvintageextravaganza.co.uk. Vehicle entry forms: John Hitchings, 07746 412555 or bus_coach_svtec@yahoo.com

SUNDAY 5 AUGUST

Tinkers Park Bus Rally and Model Railway Exhibition. Tinkers Park, Hadlow Down, Uckfield, East Sussex TN22 4HS. 10.00-16.30. Admission £7, U16s £2. Model railway show with at least 20 layouts. Free narrow-gauge railway & traction engine/trailer rides. Free bus service to/from site. Free car parking; stalls, Organ Museum, programmes, light refreshments. Details: www.southdownnational.com or www.tinkerspark.com. Entry forms: Paul Llewellyn, 'Oakview', Luxford Lane, Crowborough TN6 2PJ

Gosport, Hants. Provincial Bus Rally at Stokes Bay, Gosport. 10.00-16.30. The Provincial Society. Vintage bus rides, static display, afternoon cavalcade around Gosport. Supported by First Hampshire & Dorset. Frequent free shuttle between rally site and Gosport Ferry for Portsmouth rail, bus and Isle of Wight ferry links. Souvenir programme & timetable available one week before event. For more details see: www.provincialsociety.org

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STONEYGATE TRAM DEPOT

London Road, Leicester, LE2 3JW

Saturday/Sunday 11th/12th August 2018
10 am - 5 pm

There will be various displays of model trams and buses relating to operators that served Leicester and Leicestershire. On Saturday Roy Finney will have his unique display of every type of bus operated by Midland Red whilst the Abingdon and District Model Railway Club will be in attendance on both days with their large (25' x 7') OO-gauge layout based on the Great Northern terminus at Leicester in the late 1950s/early 1960s. Leicester (Belgrave Road) was featured in Hornby magazine, July 2017 making the front cover.

ADMISSION JUST £2.00 (accompanied children FREE)

To celebrate the 50th birthday of 5905, our Midland Red BMMO 522, the bus will be giving **FREE RIDES** on both days and will also be joined by Northampton Daimler CVG6 267 which also celebrates its 50th birthday this year. Other buses may join in the fun too!

On the Sunday our event will coincide with the nearby MOTOR FEST in Oadby where the main street is closed for the display of classic cars. 5905 and 267 will operate a free shuttle between the tram depot and MOTOR FEST on the day.

More details can be found on the Trust's website www.ltht.org.uk

Leicester Transport Heritage Trust
www.ltht.org.uk



ROUTE 3 ADUR VALLEY LINE AUGUST BANK HOLIDAY CLASSIC BUS SERVICE



Bank Holiday Monday 27th August 2018
Frequent heritage service between Shoreham
and Horsham railway stations following the
route of the former
Adur Valley line

**Real
Ale
Pub
Guide**

01273 464754
www.southerntransit.co.uk

**9.30am-
9.00pm**

We regret that due to the
design of these classic
buses wheelchairs cannot
be carried

southerntransit

Normal fares apply

EPPING ONGAR RAILWAY

RESHAPING AND BEYOND

A UNIQUE BUS EVENT

9 SEPTEMBER 2018 NORTH WEALD STATION

This year's bus event, centred on North Weald station, marks 50 years since the Reshaping Plan that heralded the advent of new one person operated buses to London. This event features many of the new vehicle types that followed, together with many traditional ones from the "old order". Final line-up to be confirmed but watch out for some fantastic rides.

Regular 339 service will run as normal, in addition to steam and diesel train services.



Tickets are available online at www.eorailway.co.uk

A special 'bus only' ticket is also available for £8.00, which includes entry to North Weald Station and travel on all bus services

01277 365200



Epping Ongar Railway



@eorailway

SUNDAY 5 AUGUST

Ipswich Transport Museum Commercial Vehicle Day. 11.00-16.00. Launch of Scammell Scarab three-wheel lorry & trailer plus Ford E83W pick-up. Special display of large and small commercial vehicles. Free Bus Rides to/from Museum, Town Centre & Railway Station. Timetable on website early-July. Admission £7, child £4.50, concessions £6, family £20. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

SATURDAY/SUNDAY 11/12 AUGUST

The Trolleybus Museum at Sandtoft. Trolleydays. Jaguar Enthusiasts Car Show Sunday. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

National Tramway Museum. World War II – Home Front Event. Re-enactors, music and vehicles from the 1940s. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

SUNDAY 12 AUGUST

16th WHOTT Rally and 4th Dorchester running day. West Country Historic Omnibus and Transport Trust (WHOTT). Top o' Town car park, Dorchester, Dorset DT1 1XT. Opens 10.00. Free buses to surrounding destinations. Exhibitors pre-register to: rally@busmuseum.org.uk. Details: Robert Crawley, 01395-567795 or www.busmuseum.org.uk

Dewsbury Bus Museum Summer Spectacular. Mill Outlet, Batley. Admission by programme, £3 adult, accompanied children free. Advance copy available for £4 by cheque payable to West Riding Omnibus Museum Trust, 47E Dale Street, Ossett WF5 9HE. 10.00-16.30. Free services and tours. Free shuttle from Dewsbury South Street to the Ravensthorpe museum building & Mill Outlet. Up to 25 vehicles in service & wide selection of visiting buses. Trade stalls at Mill Outlet and Museum, museum café, tombola & more. Visiting vehicles welcome. Free coach park at Mill Outlet. Free feeder services from Bradford, Castleford, Huddersfield, Halifax, Keighley, Leeds, Pontefract & Wakefield. Details: www.dewsburybusmuseum.co.uk or Facebook

Ipswich Transport Museum Free Bus Rides. 11.00-16.00. To/from Museum, Town Centre and Railway Station. Timetable on website from early-July. Admission £5.50, child £3.50, concessions £5, family £16. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Oxford Bus Museum Vintage bus rides. 10.30-16.30. Bus rides 11.30 & 14.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

South Yorkshire Transport Museum Open Day. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@sytym.co.uk or www.sytym.co.uk

Bus Running & Aviation Day. Hooton Park Trust Hangers, Ellesmere Port, Cheshire. (M53 Junction 6). 10.00-16.00. Free entry. Bus rides, stalls, static display. Details: J. Nolan, 0151 639 4929 or johnnolan201@talktalk.net.

TUESDAY 14 AUGUST

National Tramway Museum Horse Tram Day. Sheffield Horse Tram 15 in service on The Street. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Additional £1 per person fare for horse tram rides. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk



On the Buses at Bewdley Station

Sunday 2nd September 2018



Admission £2.00 Per Person - Issued Subject to Regulations - Not Transferable Admission £2.00 Per Person - Issued Subject to Regulations - Not Transferable

On the Buses 2018

Severn Valley Railway Company - Severn Valley Railway Company - Severn Valley Railway Company - Severn Valley Railway Company - Severn Valley Railway Company

Admission only £2.00 per person or free with a SVR train ticket

Attractions include.....

- A superb display of preserved Buses from many different eras and areas
- Sales stands selling a wide range of Bus related items and memorabilia
- Free Bus rides around Bewdley Town and Stourport
- Refreshments available on-site

Parking is not available at Bewdley station during this event. Free parking is available at Bewdley High School which is approximately 5 minutes walk away.

Organised and operated by volunteers at Bewdley Railway Station. Admission fee goes towards the upkeep of the station. All attractions are subject to availability.

The Railway Station, Bewdley, Worcestershire DY12 1DP



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14th ANNUAL TRANSPORT COLLECTORS' FAIR

PUDSEY CIVIC HALL, LEEDS

Saturday 27th October 2018

Doors open 10am until 3pm.

Over 100 stalls selling all manner of transport related memorabilia, books, photographs, tickets, metalwork and railwayana.

Refreshments available from 10am to 3pm



Admission Only £2



Venue: 300yds from New Pudsey Station.

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About 2 miles from the centre of Pudsey

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FOR MORE INFORMATION PLEASE VISIT:

www.aldenhamtransport.com

www.facebook.com/aldenhamtransportspectacular

SATURDAY 18 AUGUST

Warminster, Wilts. Imberbus. Half-hourly Routemaster & guest vehicles service from Warminster Railway Station to abandoned Imber village. Most services continue to remote destinations on Salisbury Plain. Operated by Bath Bus Company supported by other leading bus companies. Details: www.imberbus.wordpress.com. Timetable on website two weeks before event. Persons without internet access please send SAE (marked 'Imberbus timetable') after 12 August to UK Transport Services, 4 Saxon's Acre, Warminster BA12 8HT

SATURDAY/SUNDAY 18/19 AUGUST

National Tramway Museum Models Weekend. Whetstone Models also running. Model tram & railway exhibition in Exhibition Hall. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Scottish Vintage Bus Museum Open Weekend and Transport Collectors Fair, Lathalmond, Fife KY12 0SJ. Details: 01383 623380 or www.svbm.org.uk

SUNDAY 19 AUGUST

Ipswich Transport Museum Free Bus Rides. 11.00-16.00. To/ from Museum, Town Centre and Railway Station. Timetable on website from early-July. Admission £5.50, child £3.50, concessions £5, family £16. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Key Publishing Buses 2018 Festival. Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ. 10.00-17.00. Vehicle displays, trade stalls, free rides around the centre and local routes. Ticket price includes access to Museum, parking & courtesy bus from Leamington Spa railway station. Details: Julie Lawson, 01780 755131, julie.lawson@keypublishing.com or www.busesfestival.com

East Anglia Transport Museum. 999 Emergency Services Day. 10.30-17.00. New for 2018. Local emergency services displays & demonstrations. Vintage & current emergency vehicles running alongside train, trams and trolleybuses. Stalls supporting emergency services. Details: East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL, 01502 518459, admin@eatransportmuseum.co.uk or www.eatransportmuseum.co.uk

THURSDAY-SUNDAY 23-26 AUGUST

De Zigeuner, Belgium. International Old Timer Bus and Coach Rally 2018. Also celebrating 70th anniversary of de Zigeuner. Entries from UK preserved bus & coach owners most welcome. Details: Rik Vanheusden, +33(475) 281801 or Rik@dezigeuner.com

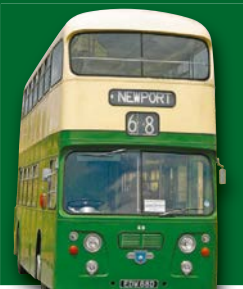
FRIDAY/SATURDAY 24/25 AUGUST

London Transport Museum. Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours approximately two hours. Tickets must be pre-booked online or via Ticket Office on 0207 565 7298 (10.00-17.30 daily) U16s must be accompanied by adult. Details: www.ltmuseum.co.uk

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Call Sandra on
024 7661 6930

or send an e-mail to:
presbuses2@btinternet.com



SATURDAY-MONDAY 25-27 AUGUST

The Trolleybus Museum at Sandtoft. Reading Trolleybuses Weekend. Sandtoft, nr Doncaster. 01724 711391 or www.sandtoft.org.uk

SUNDAY 26 AUGUST

Castle Hedingham, Essex. Bus & Commercial Vehicle Rally. Colne Valley Railway, Castle Hedingham, Halstead, Essex CO9 3DZ. Any age of vehicle welcome. Details: info@colnevalleyrailway.co.uk

4th Annual Sheffield bus running day. 10.00-17.00. Tesco Park & Ride, Abbeydale Road S7 2QB. West Riding Bus Group. All classic & vintage coaches & buses welcome. Trade stalls. Details: 07774 626475, wrbg@talktalk.net, www.wrbg.weebly.com or Facebook

SUNDAY/MONDAY 26/27 AUGUST

The Transport Museum Wythall. Summer Special. Running as many classic buses as we can for your enjoyment. 10.30-17.00 (last admission 16.30). Classic bus & miniature steam railway rides. Annual Model Bus Federation display on Monday only. Museum bus service 750 operates on both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre) 10.30 & 11.45 (fare £2.50 each way) & Maypole 10.50 & 12.05. Admission £7, child £3.50. Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

National Tramway Museum Classic Transport Gathering. Welcoming classic vehicles built prior to 1985, pre-booking required. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

MONDAY 27 AUGUST

Oxford Bus Museum Witney Vintage bus service. Free vintage buses to Witney every 30 minutes. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. 10.30-16.30. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

Ipswich Transport Museum Ride a Fire Engine Day. Free rides on the Museum's fire engines and see other visiting machines. 11.00-16.00. Admission £7, child £4.50, concessions £6, family £20. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Ribble Vehicle Preservation Trust 5th Lytham St. Anne's Running Day. Vehicle display at Lytham Hall. Services around Lytham and St. Anne's. Details: www.rvpt.co.uk

Seaford and District Charity Vintage Bus Running Day. Lewes to Seaford & Lewes to Eastbourne via Pevensey. Details: info@seafordanddistrict.co.uk or www.seafordanddistrict.co.uk

SATURDAY 1 SEPTEMBER

LVVS meets the people of Lincolnshire – Sleaford. Ex-Lincolnshire Road Car buses run free local services from Sleaford Station. 10.00-15.00. Details: 01522 500566, 01522 722705, info@lvvs.org.uk, www.lvvs.org.uk or @LincsRTM on Facebook/Twitter

National Tramway Museum. Simply Trams. Whetstone Models also running. Several trams operating. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

MUSEUMS



**2018
OPEN
WEEKEND**
**13th & 14th
October**
**10am-5pm
(both days)**

Please note that the garage will also be open to visitors on
Sunday 9th September
(11am to 4pm) as part of our 'Open Sundays' programme.

Daily Admission Fees:
Family £18 Adult £7 Child / OAP £5
Weekend Tickets Available

Clippies Café

Visiting buses, lorries and other commercial vehicles
Souvenirs, books, models, photos and autojumble stalls

Ride on our free vintage bus service to and from the City Centre and Riverside Museum

Photo © John Cruttenden 2017

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TRANSPORT Museum WYTHALL

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www.wythall.org.uk

Tel: 01564 826471
registered charity no 1167872



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31st October

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Sundays &
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during school
holidays

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on Saturdays &
Wednesdays
during school holidays
see website timetable
for exact dates

Forthcoming events

(open 10.30am—5pm)

**AUGUST BANK HOLIDAY
SUNDAY & MONDAY
26th & 27th AUGUST**

**AUTUMN RUNNING DAY
OCTOBER 14th**

**TWILIGHT RUNNING DAY
SATURDAY OCTOBER 27th
OPEN 11am—7pm**

ALDRIDGE TRANSPORT MUSEUM 2018 CELEBRATING 40 YEARS

AUTUMN LEAVES RUNNING DAY Sunday 21st October



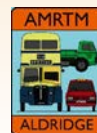
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*BRING YOUR BUS, COACH OR SERVICE VEHICLE TO THE OCTOBER EVENT
SALES STANDS AVAILABLE FOR NOVEMBER*

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Departs Walsall (Hatherton Road) 10:20 and every 30 minutes to 16:20

Aston Manor Road Transport Museum
Shenstone Drive, Off Northgate, Aldridge, Walsall WS9 8TP
Running Day Admission £5 adult, £2 child, £13 family
Collectors' Fair Admission £3 adult, £2 child, £9 family

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19 AUGUST 2018

BRITISH MOTOR MUSEUM, GAYDON, WARWICKSHIRE CV35 0BJ



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